The Mining Journal
AND COMMERCIAL GAZETTE.

No. 187.—Vol. VIII.] LONDON: SATURDAY, MARCH 23, 1839. [Price 6d.

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNISPENLLWCH, the property of J. N. Miers, Esq., situate in the parish of Llangevelach, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

FOR SALE.—A STEAM-ENGINE, of Forty-four Inches Cylinder, and Eight Feet Stroke, upon Boulton and Watts' principle, with brass segments to the piston, cataract, and a waggon-boiler, eighteen feet by nine; single-acting, but the cylinder cast for double-acting. For further particulars, apply (post-paid) to Mr. Henry Watts Backwell, near Bristol.

COPPER MINE FOR SALE.—The proprietors of the BRYNYFELIN MINE, Carnarvonshire, finding it necessary to confine their attention more particularly to their distant mining operations, have decided upon disposing of their interest in the same; they have expended a considerable sum in opening new ground, erecting buildings, whim, &c., and have raised a few hundred tons of ore, while proving the lode to the depth of twenty-five fathoms. The ore is of excellent quality, and the general prospect and local advantages, in command of water power, roads, &c., afford a fair certainty of successful returns, if the mine is spiritedly worked.

For further information, application is to be made (if by letter post paid) to James Mollan, Esq., 22, Tokenhouse-yard, London; William Nolan, Esq., Wicklow; or Messrs. Wright and Getty, Liverpool.

London, March 4.

UPSET PRICE FURTHER REDUCED.

VALUABLE ESTATE AND COLLIERY NEAR GLASGOW, FOR SALE.—To be Sold, by PUBLIC ROUP, within the Royal Exchange Sale Rooms, Glasgow, on Wednesday, the 3d day of April next, at Two o'clock in the afternoon, if not previously disposed of by private bargain, that part of the

ESTATE OF STONELAW,

lying in the parish of Rutherglen and shire of Lanark, and within three miles of Glasgow, consisting of ONE HUNDRED SCOTS ACRES or thereby, whereof about Eighty-two are arable, and of superior quality. The remainder is occupied by Plantations of from Thirty to Fifty Years' growth, judiciously dispersed throughout the property, which affords many eligible situations for Houses, commanding extensive views of the Vale of Clyde, and distant high grounds of several adjoining counties. Also the COLLIERY on the Estate, consisting of the Coal-field in the lands, and of several adjoining properties. This Colliery is completely fitted to the Upper Ell and Main Coals, and is in an efficient going state; and, from the very superior quality of the coals, commands a ready sale to any extent. The Splint or Hard Coal is entire, to work which the engine pit only requires to be deepened about twenty fathoms. The purchaser may have immediate access to the colliery and the lands for the present crop; and may have the Engines and Machinery belonging to the Colliery at a valuation, so as to continue the business with the benefit of the extensive connexions which the superior quality of the coal commands.

The land rent is about £485 per annum, and the coal rent about £1000 per annum; but the latter could be considerably increased by a more extensive working of the minerals.

For further particulars apply to Mr. Cunningham, the proprietor; Mr. Thomas Mansfield, accountant in Edinburgh; or to Messrs. Mitchell, Grahame, and Mitchell, writers, Glasgow.—Glasgow, March 1.

BORINGDON PARK MINE.

MINING MACHINERY, MATERIALS, AND EFFECTS.—TO BE SOLD, at the Boringdon Park Mine, in the parish of Plympton St. Mary, near Plymouth, on Tuesday, the 26th of March, by JOHN ANDREW, unless previously disposed of by Private Contract, of which due notice will be given in the *West Briton* and *Falmouth Packet* newspapers, the week before the sale, all that

VALUABLE MACHINERY AND MATERIALS,

Consisting of a STEAM ENGINE on the most improved principle (by Wm. West), 30-inch cylinder, with cast-iron beam, 8 feet 4 inches stroke in the cylinder, with boiler 8½ tons, and condensing work complete; together with twelve 9-feet 12-inch pumps, one 6-feet 12-inch ditto, one 2-feet 12-inch matching piece, one 3-feet 10-inch top plunger door-piece, one 10-feet 10-inches plunger pole, and one seven-feet working piece, stuffing-box and gland to match, four 9-feet 11-inches pumps, one 6-feet 11-inches ditto, one 6-feet 10-inches clack door-piece; one 10-feet 10-inches working barrel, and one 9-feet 10-inches windbore, four 9-feet 8-inches pumps, one 6-feet 8-inches ditto, one 3-feet 8-inches ditto, one 10-feet 7 inches working barrel, one 6-feet 7-inch door-piece, and brasses to match the 10 and 7-inch working barrels, one vice, one anvil, one iron tram-waggon, sundry lots of old iron, timber, brick, roofs of the material houses, account-house furniture and other effects. The engine and materials are in good condition, the whole being nearly new. The sale to commence at Eleven o'clock in the forenoon.

Every particular may be obtained at the Mine, where the materials can be seen, or of Captain Williams, Wheal Friendship Mine, near Tavistock.

MUIRKIRK IRON WORKS.

UPSET PRICE, £20,000.

TO BE SOLD BY PUBLIC ROUP, on Wednesday, the 17th of April, at one o'clock afternoon, within the Royal Exchange Sale-Rooms, Glasgow (if not previously disposed of by private contract), those well-known IRON WORKS carried on at MUIRKIRK, in the COUNTY of AYR, with every capability for prosecuting an extensive business in the manufacture of PIG-IRON, BAR-IRON, IMPLEMENTS, and CASTINGS.

The following is a description of the works, machinery, fixtures, and land, to be exposed at the above low upset price, for the encouragement of competition. The purchaser will receive the moveable stock, on a valuation by neutral persons.

UNDERGROUND DEPARTMENT.

1 Pumping Engine, with 5 Boilers—The steam cylinder 66 inches diameter, 8 feet stroke; working barrels 14½ inches diameter. Also, injection and other pipes, and about 150 fathoms of 15½ inch pipes, in two columns, for drawing water.
10 Pumping and winding gigs of various power, with boilers, at the coal and ironstone pits, including pit-head framing, and winding apparatus, at present in use.
Cast-iron pit rails, about 11,000 yards.

PIG-IRON DEPARTMENT.

4 Blast furnaces, viz. 2 furnaces, with cast & bridge houses, & heating apparatus.
1 Do. with cast and bridge house, filling machine, and heating apparatus.
1 Do. recently erected, with cast house.
2 Blowing engines, viz. 1 engine, double power, steam cylinder, 4 feet diameter, 8 feet stroke; the blast cylinder 8 feet diameter; with about 400 yards of pipes.
1 Do. single power, the steam cylinder 57½ inches diameter, 6½ feet stroke; the blast cylinder 6½ feet diameter, with pipes for conveying the blast to the furnaces.
85 Ovens for coking coal, and 8 kilns for calcining ironstone, with about 350 yards of 4 and 6 inch pipes, for conveying water to the ovens; and other pipes, and plates in connection therewith.

BAR-IRON DEPARTMENT.

Steam forge, with two chafferies, a hammer for drawing bars, and a tilt hammer for making uses, and other articles, or for plating; driven by a double power steam engine; the steam cylinder 24 inches diameter, 5 feet stroke.
Water forge, with two chafferies and five puddling furnaces, bar-iron cellars, &c. The water wheel 20 feet diameter, and 6 feet broad; driving a shingling hammer, a hammer for drawing bars, a set of billeting rollers, and shears for cropping bars, &c.
Rolling mill, with chafferies; water wheel 24 feet diameter, and 6 feet broad; driving rollers for finishing bars, a turning-lathe, & shears for cutting mill bars, &c.
Fineries, viz. 3 for preparing the pig-iron.

MISCELLANEOUS.

Cast and malleable rails, about 10,000 yards, for conveying the materials to the works.
Foundry, with stoves, air furnaces, cupola, crane, &c.
Brick stove and kiln, clay mill, with steam-engine and boiler.
Smiths' and carpenters' shops, woodyard, shed, sawpits, cellars, engineer's office, &c.
Provision and cloth stores, and bakehouse.
Counting houses, with dwelling house above.
Manager's house, offices, pleasure grounds, and walled garden.
Mining overseer's house, office, and garden.
Workmen's houses built to accommodate 160 families, besides houses for 40 families, held on lease at moderate rents. The village of Muirkirk being contiguous to the works, admits of ample accommodation for workmen.
Farming premises, including Grieve's house, barn, hay-loft, stables, byers, milk-house, boiling houses, and granaries; thrashing mill, straw-cutter, and churning machine, driven by a water wheel, with iron pipes for conveying the water; also, boilers and apparatus for dressing food for horses and cattle.
The farm consists of about 128 imperial acres of thoroughly drained land, in a high state of cultivation, and intersected with thriving plantations.
Ground occupied by the works, and other houses in connection therewith, including the manager's house, offices, garden, and lawn, extends to about 60 imperial acres.
Right to the water of two reservoirs, occupying about 100 Scotch acres, held in conjunction with the Catrine Company.
Canal for conveying the water, or for navigation, extending nearly two miles.

The works are situated on the banks of the river Ayr, and have a supply of water, at all seasons of the year, with falls equal to about 150 horse power. The field of minerals is rich and extensive; the lordships are moderate; and the materials are excellent, and can be procured at cheap rates. Besides an abundance of clay-band ironstone, black-band has recently been discovered. The quality of the produce has long been established, and highly appreciated both in the home and foreign markets. The projected railway from Carlisle to Glasgow will pass within a few miles of the works.

For further particulars, application may be made to Mr. Matthew Cruikshank, St. George's-square, or to Messrs. Moncrieff and Paterson, writers, Glasgow; to Messrs. Walker and Melville, W.S., Edinburgh; to Messrs. Crawshay and Co., London; to Messrs. Cowan and Sharpe, Ayr; or to the managers of the works, at Muirkirk.

Glasgow, March 14.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.

PURSUANT to a decree of the Vice-Warden's Court, made in a cause of "Baynard and others against Thomas," the creditors of the defendant, in respect of WEST TRESAVEAN MINE, in the parish of Camborne, within the said Stannaries, are, on or before the 4th day of April next, to come in and prove their debts before the Registrar of the said Court, at his office in Truro, or in default thereof they will be peremptorily excluded the benefit of the said decree.—Dated the 9th day of March, 1839.

PAUL and ROBERTS,
Plaintiffs' Solicitors.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.

PURSUANT to the several decrees of the Vice-Warden's Court, made in the causes of "Williams against Malachy," "Harvey and another against same," and "Bennetts against same," the creditors of the defendant, in respect of WHEAL BROTHERS MINE, in the parish of Calstock, within the said Stannaries, are, on or before the 2d day of April next, to come in and prove their debts before the Registrar of the said Court, at his office in Truro, or in default thereof they will be peremptorily excluded the benefit of the said several decrees.

Dated the 9th day of March, 1839.

SIMMONS, PASSINGHAM, and SIMMONS, and
PAUL and ROBERTS—Plaintiffs' Solicitors.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.

WILLIAMS v. MALACHY.
HARVEY and ANOTHER v. SAME.
BENNETTS v. SAME.

WHEREAS the Vice-Warden did, on the 31st day of January last, decree, amongst other things, that a SALE be made of the Engines, Water-wheels, Machinery, and Materials, in, upon, and belonging to "WHEAL BROTHERS MINE," in the parish of Calstock, within the said Stannaries, under the direction of the Registrar of the Court, and that the proceeds of such Sale should be applied by the Registrar, in the manner directed by the several decrees in the above-mentioned causes.—Notice is hereby given, that, pursuant to the said several decrees, a PUBLIC AUCTION will be holden at "WHEAL BROTHERS MINE," aforesaid, on Thursday, the 4th day of April next, and on the following days, until the whole shall be disposed of, at Eleven o'clock in the forenoon of each day, for selling, either together or in lots, a STEAM-ENGINE (30-inch cylinder, with a boiler about eight tons, balance bob, &c.); three water-wheels, one of fifty feet, eleven inch breast, one of forty-three feet, two and a half feet breast, and one of thirty-two feet, and about two feet breast, with bobs, stands, brasses, and two lifts (five fathoms each) of fifteen inch pumps, with working barrels, &c. &c.; a capstan shears; a capstan rope, sixty fathoms; a horse whim; whim rope, eighty fathoms, and other ropes; several pumps; smiths' bellows and anvils, iron buckets, about two and a half tons of new iron, and a quantity of old iron, &c. &c. &c.

For viewing the same, application may be made at the mine, and for further particulars (if by letter, post paid) to Messrs. Simmons, Passingham, and Simmons, or to Messrs. Paul and Roberts, solicitors, Truro.

Dated the 9th day of March, 1839.

LEEDS AND BRADFORD RAILWAY.
Capital £450,000, in shares of £100 each; £5 deposit on each share.

PROVISIONAL COMMITTEE.

James Holdforth, Esq., Mayor of Leeds.

J. G. Horsfall, Esq.	William Smith, Esq.
George Goodman, Esq.	Hamer Stansfeld, Esq.
Robert Derham, Esq.	Edward Baines, jun., Esq.
Thomas Benyon, Esq.	Henry Jennings, Esq.

Radford Potts, Esq.
With power to add to their number.

BANKERS—Messrs. Beckett, Blayds, and Co.
ENGINEERS—George Stephenson, Esq., and T. L. Gooch, Esq.
SURVEYOR—Mr. S. D. Martin.
SOLICITOR—Mr. Edward John Teale.

The increasing importance to each other, by their immediate connexion in trade, of the towns of Leeds and Bradford, together with the richness and variety of the mineral productions in the vicinity of the latter place, and the dense population in both districts, exhibit strongly the necessity for some mode of conveyance superior to that now existing, not only as regards the communication between these important towns, but also with other and more distant parts of the kingdom to which their commerce extends.

Acting on this impression, an examination of the intermediate country has been made, in order to ascertain the practicability of securing that important desideratum by the formation of a line of railway.

This has been done under the personal superintendence of the celebrated railway engineer, Mr. George Stephenson, who, with Mr. T. L. Gooch, the able engineer at present employed to execute the Manchester and Leeds Railway, have carefully examined the country in various directions, and laid down a very favourable line as to gradients, curves, and execution.

The line recommended by these gentlemen commences at Leeds, within three minutes' walk of the Court-house, Commercial-buildings, and Post-office, and passes along the valley of the Aire, through the centre of the clothing district, comprising Armley, Bramley, Kirkstall, Horsforth, Calverley, Rawden, Yeadon, Guiseley, Apperley-bridge, Eccleshill, Idle, Baildon, and Shipley, and terminates at Bradford, within 300 yards of the Exchange, Piece-hall, and principal streets of the town.

The population of the borough of Leeds, according to the census of 1831, was 123,393; of Bradford 76,976; and of the two parishes of Calverley and Guiseley, through which the line passes, 16,184. Since that time the trade of these places has very greatly increased, and the population having likewise increased in a much greater ratio than at any former period, the population directly contributing to the revenue expected from the line (exclusive of those places for whose traffic no allowance has been made) cannot be estimated at less than 300,000.

On reference to the engineers' report subjoined, it will be observed that no inclination on the main line will exceed twenty feet per mile, and that, with one exception at the Leeds terminus, the smallest curve will be about three-quarters of a mile radius.

On the line of the Grand Junction Railway, where there are curves of less radius and steeper gradients than any on the proposed line, passenger trains travel daily at the rate of twenty-five miles per hour, including stoppages. It may, therefore, be confidently anticipated that the time occupied in transit by railway from Leeds to Bradford, by the line now proposed, will not exceed half an hour.

There will also be a branch of about one mile and a third in length, forming a junction with the North Midland and Manchester and Leeds Railways, near their depôt, in Leeds, by which the inconvenience, delay, and expense of a change of carriage and re-loading of goods on the route to or from London, Birmingham, Bristol, Gloucester, Manchester, Liverpool, Hull, Edinburgh, &c., will be avoided.

This direct and expeditious mode of communication will afford great additional facilities for the transit of wool, the route by railway, of which this forms the only link wanting between the Midland Counties and the manufacturers of Leeds and Bradford, being much less circuitous, and less subject to vexatious delays, than the present land and water carriage.

The whole expense of constructing the works, including depôts, station buildings, and locomotive engines and carriages necessary for profitably working the line, is estimated by the engineers at £450,000.

The committee have great confidence in acting upon this estimate, it having been made by their direction upon the most liberal scale, as may be inferred from the following extract from the report of the engineers:—

"The basis upon which we have formed our calculations as to the prices for the various works is higher than those at which the works now in course of execution on the adjoining railways are contracted for; and as the works upon these railways are almost entirely of the same character as upon the one we propose, we are confident, from the practical experience which we have had in these railways, that our estimate is a very liberal one, and, by common prudence in the execution of the works, will not be exceeded."

The mineral productions of the country through which the line passes are iron, coal, the Bramley Fall and Horsforth stone, and the Bradford and Idle flagstone (in all of which a very considerable trade is carried on); and as the inclination of the line throughout, with one exception, is a falling inclination from Bradford towards Leeds, it is exceedingly well calculated for their conveyance to Leeds, whence they may be carried to any quarter of the kingdom by canals, or the railways now in course of execution.

Although the traffic in the several districts traversed by the projected line of railway is known to be immense, the committee have been at great pains and expense to obtain, by actual observation, the present amount of traffic, in order to ascertain the probable revenue which may be expected from the railway, and the result exceeds all expectation.

The aggregate results are shown by the following table:—

Passengers at present travelling the whole distance between Leeds and Bradford, 129,000 annually, calculated at the lowest average railway prices, will yield	£14,000	0	0
The short-fare passengers (at the present number) are calculated, after careful inquiry, to yield	3,100	0	0
	£17,100	0	0
Which being trebled (according to the practice of other railways) for anticipated increase in so populous a district, gives total revenue for passengers	51,300	0	0
Coach parcels	2,725	0	0
Merchandise conveyed by common carriers, together with one-fourth of the estimated present traffic on the canal between Leeds and the intermediate places	45,343	0	0
Total estimated revenue	£99,468	0	0
Without calculating on any increase in the quantity of goods, notwithstanding the observations were made in the winter season, when the traffic was much below the average amount.			
Deduct for expenses of working the line 50 per cent.	49,734	0	0
Net income	£49,734	0	0

Being upwards of 10 per cent. on the amount of capital.

N.B.—On the Stockton and Darlington line, prior to the establishment of that railway, the passengers amounted only to 4000 annually; now they exceed 40,000. On the Liverpool and Manchester the number did not exceed 140,000 annually; now they are estimated at upwards of 500,000. On the Sheffield and Rotherham the passengers expected along the line were 300 daily; upwards of 1200 have been conveyed daily. The weekly average number of passengers on the Bolton line was less than 400; it now exceeds 2500. On the Newcastle and Carlisle road the public coaches were licensed to carry weekly 686; the average number conveyed by railway is 1506. On the Dundee and Newtyle line the annual number of passengers exceeds 50,000, previous to the opening of the railway the estimated number was 4000.

The above statement of traffic does not include any account of heavy articles, such as timber, iron, coals, or stone, nor of any passengers or goods whatsoever observed to pass from Leeds to Halifax, nor from Bowling, Low Moor, Byerley, Pudsey, Stanningley, or Bramley, nor from any places beyond Bradford and Bingley, although it is quite evident a very considerable amount of revenue must necessarily be derived from all these sources.

A deposit of £5 per share to be paid at the time of subscribing, after which no further call will be made upon the shareholders, excepting only so far as may be necessary to comply with the standing orders of Parliament, prior to the introduction of the bill in the next session.

The parliamentary notices have been already given, the plans and sections deposited, and all other necessary steps taken preparatory to the application to Parliament.

The capital will be divided into shares of £100 each, applications for which, in the form subjoined, may be addressed, post paid, to Mr. Edward John Teale, solicitor, or to Messrs. J. H. and G. Ridsdale, sharebrokers, Leeds; Mr. Thos. Holmes, Bradford; Messrs. Seebohm and Hoyland, Manchester; Messrs. Boult and Addison, Liverpool; Mr. John William Hamilton, South Gallery, Auction Mart, London; Mr. Harry Hughlings, Halifax; Mr. Gregor M'Gregor, Glasgow.

FORM OF APPLICATION.

To the Provisional Committee of the Leeds and Bradford Railway.

Gentlemen,—I request to become a subscriber for —— shares of £100 each in this undertaking, and agree to take such share or shares as shall be allotted to me, and to pay the deposit thereon, and to execute the Parliamentary contract and the subscribers' agreement, when I shall be required to do so.

I am, gentlemen, your obedient servant,
Name .....
Profession or business .....
1839. Residence .....

ENGINEERS' REPORT.

To the Provisional Committee of the proposed Leeds and Bradford Railway.

GENTLEMEN,—We duly received the result of your meeting of the 13th December last, appointing us engineers to your proposed undertaking, and also requesting us to view the country between Leeds and Bradford, and furnish you with our opinion as to the best railway communication between the above towns, with an estimate of the cost of execution. As it would necessarily require some time to enable us to make out an estimate of the cost that might be relied upon, we thought it best, before making out any report on the subject, to procure the necessary information by plans and sections, so that the report, when laid before you, might be relied upon as being derived from substantial data, carefully and accurately ascertained.

We have now obtained such plans and sections from Mr. Martin, who has surveyed and levelled the various routes we thought necessary to give a correct knowledge of the country, and we beg to lay before you our opinion as to the best line of railway between Leeds and Bradford, with an estimate of the cost of execution.

Before detailing to you the course of the line we have decided upon as the best, we think it right to inform you that we have particularly examined a line recommended by some influential gentlemen of Bradford, by way of Wortley, Farnley, Pulneck, and Lester Dyke, to Bradford. This line would be about two miles and a half shorter than the one we recommend for adoption, but it would involve a tunnel of three miles in length, and the inclinations necessary to surmount the ridge of the country are of such a character that we cannot recommend this line in competition with the one we propose. An inclination of 33 feet per mile extends over about six miles of the distance.

We now beg to lay before you the route which we recommend should be adopted.

The first consideration was to endeavour to obtain a favourable terminus for the railway at Leeds. Having commenced our survey at that town, and after examining the various places which appeared at all desirable, we fixed upon the vacant ground on the south side of the Wellington road, lying between the Wellington road and the Whitehall road, as the most convenient for a depôt, it being only about 200 yards from the Commercial-buildings, the Mixed Cloth Hall, and Scarborough's Hotel.

Our next consideration was as to the most favourable point for forming a junction between your line and the North Midland Railway; this junction line should leave your main line where we propose to cross the turnpike-road near Wellington-bridge, and passing between Messrs. Marshall and Co.'s works and the village of Holbeck, and between Mr. Russell's pottery and the toll bar, and thence to the North Midland Railway, a little to the south of the Leeds pottery.

We will now proceed to describe the route we propose towards Bradford. After leaving the Wellington road terminus, the line crosses the river Aire and the Leeds and Liverpool Canal, a little to the west of the suspension-bridge, and then curving round to the west it passes to the south side of Castleton Lodge, and crossing the canal a little to the west of Armley Mills it pursues its course along the low grounds between the canal and the river, and passing under the Kirkstall road, close by Kirkstall-bridge, and still continuing between the canal and the river, it leaves Kirkstall-forge to the right, and continues to New Laithe, when it crosses the river and leaves New Laithe Grange to the north; it then proceeds to near Rawden Low-mills, and pursues its course on the north side of the river to near Woodhouse-grove, which it leaves on the south; it then crosses the river and canal, and passing under Berk-hill by a tunnel, runs parallel to and on the south side of the canal to Shipley, when, crossing the branch canal to Bradford, it leaves the valley of the Aire, and, curving to the left, enters the Bradford valley, and proceeds in nearly a direct line to the town.

The best situation for a terminus and depôt at Bradford is in a field which lies contiguous to and on the low side of the quarry of Messrs. Cousen and Thackray, and near to the factory of Messrs. Heats and Sons. This point is within 200 to 300 yards of the main street of the town.

We now proceed to lay before you the nature of the works to be executed, in order to obtain such inclinations as are most advisable, considering the nature of the country through which the line passes.

From Leeds to the river Aire the line is composed of embankments raised a sufficient height to carry the railway over the roads and canal without inconvenience to either of them. Excavation then commences near the Wortley and Stanningley turnpike-roads, which continues for about three quarters of a mile.

The whole of the material removed from this excavation will be required for forming the adjoining embankments. The line again crosses over the canal by an embankment and bridge, and continues on slight embankments to a short distance beyond Kirkstall Forge, where a short excavation will be required before crossing the river; another short embankment occurs at the crossing of the river Aire, near New Laithe, and the line there passes New Laithe Grange, in a deep excavation. It then continues in partial excavation and embankment to Woodhouse grove, where it is again in excavation, and passes under the Bradford and Harrogate turnpike-road; another embankment here occurs, extending to the crossing of the canal, the line then enters Birk-hill, when a tunnel of about three-quarters of a mile in length will be necessary; after passing this tunnel the line, with the exception of some slight embankments in crossing the canal and brook at Shipley, runs nearly on the surface of the ground to Bradford, a distance of four miles.

The length of the line, exclusive of the branch to join the North Midland Railway, is about thirteen miles.

The branch necessary to form a junction with the North Midland Railway, is about one mile and one third in length.

It will be very gratifying to you to be informed, that no inclination on the main line will exceed twenty feet per mile, and that with one exception at the Leeds terminus, no curve will be less than about three-quarters of a mile radius.

From the plans and sections which have been furnished to us by Mr. Martin, according to our instructions, we have made a careful examination of the works to be executed, with the view of ascertaining the probable cost of the undertaking, and with the exception of engines and stations, after making a liberal allowance for all contingencies that may occur, it is our opinion that the sum of £450,000 will be amply sufficient to carry the works into execution. The basis upon which we have formed our calculations as to the prices for the various works is higher than those at which the works now in course of execution on the adjoining railways are contracted for, and as the works upon these railways are almost entirely of the same character as upon the one we propose, we are confident, from the practical experience which we have had in these railways, that the estimate we now propose is a very liberal one, and by common prudence in the execution of the works will not be exceeded.

We conceive that the sum of £50,000 will be sufficient capital for the erection of station buildings, depôts, and engines, and other stock necessary for the profitable working of the line in the first instance.

A peculiar feature in favour of the line proposed, as compared with any other between the same termini, is, that it passes through the most populous districts, comprising the manufacturing villages of Kirkstall, Horsforth, Calverley, Rawden, Yeadon, Guiseley, Apperley-bridge, Eccleshill, Idle, Baildon, and Shipley; you may, therefore, anticipate a very great amount of local traffic, which is a most desirable and profitable species of traffic. The station at Shipley will also be the most convenient place for passengers from Keighley and the surrounding populous districts to use the railway in travelling to and from Bradford and Leeds.

By making the junction line to join the North Midland Railway, all passengers and goods travelling to and from Bradford to London and Hull, may pass on to the North Midland Railway without the serious inconvenience and expense of changing conveyances.

As the inclination of the line throughout, with one very small exception, is a falling inclination from Bradford towards Leeds, it is exceedingly well calculated for the conveyance of flag-stone and the Bramley Fall stone, which abounds in the neighbourhood of the line to Leeds, whence they may be carried to any portion of the kingdom, either by the canal or the railways now in course of execution.

We cannot conclude our report without remarking, that we have found the nature of the country through which the line passes more favourable than we anticipated; and, from the statement of traffic which has been officially laid before us, we have not the slightest doubt that the undertaking will not only be of the greatest advantage to the towns of Bradford and Leeds, but also highly remunerative to the proprietors.

We are, Gentlemen, your most obedient servants,
GEO. STEPHENSON,
THOS. L. GOOCH.

LAW INTELLIGENCE.

MANCHESTER AND LEEDS RAILWAY COMPANY.

ROLLS' COURT—MARCH 20.

WEBB *v.* THE COMPANY.—This was a motion by the defendants to dissolve an injunction granted against them. The plaintiffs were Dr. Webb and the Fellows of Clare-hall, Cambridge, who, as vicar and patrons of Kirkthorpe, Yorkshire, were the owners of a piece of ground of a little more than three roods, which the defendants wanted for their railway, and for which they had offered 160*l.* Differences arose between the parties, and the company in December last caused a precept to be issued to the sheriff of Yorkshire to summon a jury to ascertain the value of the land, upon which the plaintiffs obtained the injunction.

Mr. PEMBERTON and Mr. BACON were now heard in support of the motion to dissolve it, and Mr. KINDERSLEY *contra.*

Lord LANGDALE thought that the company ought not to be limited but were entitled, under their act, to purchase the whole of the land from the plaintiffs, and, therefore, dissolved the injunction.

NORTH MIDLAND RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—MARCH 20.

ALDRED *v.* THE COMPANY.—The SOLICITOR-GENERAL (with Mr. K. Parker) moved to restrain the North Midland Railway Company from proceeding with or continuing a certain archway or bridge in progress of erection for carrying the railway across the turnpike-road leading from Rotherham to Swinton, in the west riding of Yorkshire, or any other archway that should not be of the height of sixteen feet from the original surface of the turnpike-road, and also from proceeding with the works in progress until the turnpike-road had been restored to its proper level. The suit was instituted by the trustees of the turnpike-road, who had given their assent to the passing of the bill, "provided the railway should cross over the road at a sufficient elevation, and the road be not lowered to effect such elevation or otherwise prejudiced thereby," and the ground of the present complaint was, that the company were constructing the arch in such a way as to evade one of the conditions on which the act was permitted to pass. The 72d section, which was in the usual form, required that the span of the arch of any bridge should have an open space of twenty-five feet, and a height of sixteen feet, and that the descent should not exceed one foot in thirty, and the company thought they should be within the strict letter of the act if they built a bridge whose height was only fourteen feet eight inches above the original level of the road, and lowered the road sixteen inches to give the altitude of sixteen feet required by the act. The spot where the railway passed over the turnpike-road was in the parish of Rawmarsh, a very low wet country, in the immediate neighbourhood of the Don Navigation, and there was a great deal of evidence to show that at some periods of the year that portion of the country, even at the old level, was very liable to be flooded, and it never could have been the intention of the legislature, under the general clause, to raise or sink rivers, waters, roads, &c., or to have intrusted the company with so mischievous a power as, by increasing the great public inconvenience which already existed to an almost intolerable extent, to commit a serious public injury, for which the act provided no compensation. Yet this was the necessary inference, if the terms of the act were to be strictly construed. He submitted, that at all events the company were bound to construct an equally convenient temporary road, which would give to the passengers the same degree of security in flooded seasons they before enjoyed, or else that the injunction should issue to restrain their present proceedings.

Mr. K. Bruce, Mr. Jacob, and Mr. Bacon, the counsel for the company, were not called upon to address the Court.

The VICE-CHANCELLOR said, he was of opinion the assent the trustees gave before the passing of the Bill did not in any way prevent their opposing it in Parliament to obtain the modification they insisted on as a protection to the road. The legislature had, however, with a full knowledge of all the assents and dissents to the Bill, suffered it to pass without any restriction of the ordinary powers given to railway companies, and, therefore, the Court could only give effect to what they had thought right to enact. He admitted the company would have been bound by any previous agreement that might have been entered into with the trustees and agents of the petitioners for the Bill, but that circumstance did not exist in the present case. Though there was a particular proviso in the act which prevented the company obstructing rivers or waters to the prejudice of mills, there was no proviso which limited their power of levelling roads, and it seemed the legislature had entirely overlooked the necessity of imposing any terms on the company in this respect. All that could be said amounted to this, that the company might do a damage to the road, and the Court had not any power to prevent it. The motion, however, must be refused, with costs.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY.

Newcastle-upon-Tyne and North Shields (Tynemouth Extension) *Railway*—Bill "to authorise the Newcastle-upon-Tyne and North Shields Railway Company to make a railway from the termination, or intended termination, of their present line at North Shields to Priors Haven, in the township and parish of Tynemouth, both in the county of Northumberland," presented; read first time; to be read second time.

Birmingham and Gloucester Railway—Bill "to amend the Acts relating to the Birmingham and Gloucester Railway," presented; read first time; to be read second time.

Birmingham Canal—Bill "for enabling the company of proprietors of the Birmingham Canal Navigations to make a new cut, and for extending and altering some of the provisions of their present Act," presented; read first time; to be read second time.

Necropolis Cemetery—Bill "for incorporating a company to be called the Necropolis Cemetery Company; and for enabling such company to establish a cemetery for the interment of the dead at Haverstock Hill in the parish of St. Pancras, in the county of Middlesex," presented; read first time; to be read second time.

Rhymney Iron Company—Report [8th March] from select committee on standing orders read; bill ordered to be brought in by Lord Granville Somerset and Mr. Alderman Thompson.

Preston and Wyre Railway—Bill read third time, and passed.

Northern and Eastern Railway (No. 2)—Petition for bill reported; report referred to select committee on standing orders.

Northern and Eastern Railway (No. 1)—Petition for bill reported, and bill ordered to be brought in by Mr. Ward and Mr. Marshall.

Standing Orders Committee—Resolutions reported:—

That, in the case of the North Union Railway petition, the standing orders ought not to be dispensed with.

That, in the case of the Slamannan Railway petition, the parties be permitted to proceed with their bill, on giving forthwith the notices required by the standing orders, in some newspaper of the county of Stirling; and that the committee on the bill do examine, in the first place, how far such order has been complied with, and do report the same to the House on the report of the bill.—Agreed to.

That, in the case of the Anderton Carrying Company petition, the standing orders ought not to be dispensed with.—Report ordered to lie on the table.

Slamannan Railway—Report from select committee on standing orders read; bill ordered to be brought in by Mr. Lockhart and Mr. Dundas.

Railways (Ireland)—Report thereupon deferred till Monday, 8th April.

MONDAY.

Rochester Cemetery—Bill "for establishing a general cemetery for the interment of the dead, in the city of Rochester, in the county of Kent," presented; read first time; to be read second time.

Slamannan Railway—Bill "for enabling the Slamannan Railway Company to raise a further sum of money," presented; read first time; to be read second time.

London Cemetery Company—Bill "to amend an Act for the establishing of cemeteries for the interment of the dead northward, southward, and eastward of the metropolis, by the London Cemetery Company," presented; read first time; to be read second time.

London and Greenwich Railway—Bill "for granting further powers to the London and Greenwich Railway Company," presented; read first time; to be read second time.

Blackheath Cemetery—Bill "for making and maintaining a cemetery or burial ground, to be called the Blackheath Cemetery, and to be situate in the parish of Charlton, in the county of Kent," presented; read first time; to be read second time.

Brighton Cemetery—Bill "for establishing a general cemetery for the interment of the dead, in the parish of Brighton, in the county of Sussex," presented; read first time; to be read second time.

West Durham Railway—Bill "for incorporating certain persons for the making and maintaining a railway from the township of Crook and Billy Row to the Byers Green Branch of the Clarence Railway, in the parish of St. Andrew Auckland, all in the county of Durham, to be called the West Durham Railway," presented; read first time; to be read second time.

Rhymney Iron Company—Bill "to enable the Rhymney Iron Company to erect and endow a church in the parish of Bedwellty, in the county of Monmouth," presented; read first time; to be read second time.

Bishop Auckland and Weardale Railway—Petition for bill reported, and bill ordered to be brought in by Mr. Pease and Mr. Hutchinson.

Royal Steam Packet Company—Petition for bill reported, and bill ordered to be brought in by Mr. Crawford and Mr. Alderman Copeland.

Manchester and Birmingham Railway—Bill "to enable the Manchester and Birmingham Railway Company to vary and extend the line of their railway, and to amend the Act relating thereto," presented; read first time; to be read second time.

Preston and Wyre Railway and Harbour, and Preston and Wyre Dock—Bill "to amend the several Acts relating to the Preston and Wyre Railway and Harbour Company, and the Preston and Wyre Dock Company, and to consolidate the said companies," presented; read first time; to be read a second time.

Northern and Eastern Railway (No. 1)—Bill "to amend and extend the powers of the Northern and Eastern Railway Act," presented; read first time; to be read second time.

Brazil Steam Packet Company—Bill "for forming and regulating a company to be called the London, Liverpool, and Brazil Steam Packet Company," presented; read first time; to be read second time.

Bishop Auckland and Weardale Railway—Bill "for enabling the Bishop Auckland and Weardale Railway Company to complete their railway and other works, and for amending an Act of her present Majesty relating thereto," presented; read first time; to be read second time.

Standing Orders Committee—Resolutions reported:—

That, in the case of the Dean Forest Railway petition, the standing orders ought not to be dispensed with.

That, in the case of the Deptford Pier Junction Railway petition, the parties be permitted to proceed with their bill, with the exception of that part which would give them an extension of time for the compulsory purchase of land; and that the committee on the bill do examine, in the first place, how far such order has been complied with, and do report the same to the House on the report of the bill.—Agreed to.

That, in the case of the London and Croydon Railway petition, the parties be permitted to proceed with their bill.—Agreed to.—Report ordered to lie on table.

Railways (Ireland)—Three petitions in favour of the proposed measure; ordered to lie on the table.—Petition of proprietors and others interested in the welfare of the province of Connaught, praying that that province may not be excluded from the benefits of the proposed measure; ordered to lie on the table.—Petition against the proposed measure; ordered to lie on the table.

Bristol and Gloucestershire Railway—Petition from Stroud in favour; ordered to lie on the table.

London and Croydon Railway—Report from select committee on standing orders read; bill ordered to be brought in by Capt. Alsager and Mr. Kemble.

Filtration Company—Bill "for forming and regulating a company to be called the General Filtration Company, and to enable the said company to purchase certain letters patent," presented; read first time; to be read a second time.

Croydon, Merstham, and Godstone Iron Railway—Bill "for dissolving the Croydon, Merstham, and Godstone Iron Railway Company," presented; read first time; to be read second time.

London and Croydon Railway—Bill "to amend and enlarge the powers and provisions of the several Acts relating to the London and Croydon Railway," presented; read first time; to be read second time.

Deptford Pier—Bill "to alter and amend the powers and provisions of an Act of the fifth year of the reign of his Majesty King William the Fourth, for making and maintaining a pier and other works at Deptford, in the county of Kent," presented; read first time; to be read second time.

United Marylebone Gas-light and Coke Company—Petition for bill reported, and bill ordered to be brought in by Sir Benjamin Hall and Lord Teignmouth.

United Marylebone Gas-light and Coke Company—Bill "for better supplying with gas the parish of St. Marylebone, in the borough of Marylebone, and places near and adjoining thereto, by a company to be called the United Marylebone Gas-light and Coke Company," presented; read first time; to be read second time.

TUESDAY.

Bristol and Gloucestershire Railway—Sixteen petitions in favour; ordered to lie on the table.—Three petitions against; ordered to lie on table.—Three petitions against; referred to committee on the bill; counsel ordered.—Bill read second time, and committed.

Holborn-hill and Skinner-street Improvement—Petition for enlarging the time for presenting the bill; referred to select committee on petitions for private bills.

Preston Gas—Bill read third time, and passed.

Deptford Pier Junction Railway—Report [18th March] from select committee on standing orders read; bill ordered to be brought in by Mr. Barnard and Mr. W. Attwood.

North Midland Railway—Petition against; referred to committee on the bill; counsel ordered.

Manchester and Leeds Railway—Bill read second time, and committed to Lord Stanley and the South Lancaster list.

London and Birmingham, &c. Mails—Return ordered, "in addition to the return ordered on the 13th inst., of the hours of departure and arrival of the morning and evening mail from Preston to Warrington, from Warrington to Birmingham, from Birmingham to London, fixed by the Postmaster-General; and the hours at which they did actually depart and arrive each day, as exhibited by the time-bills, since the opening of the North Union Railway."

London and Southampton Railway (Portsmouth Branch)—Two petitions against; referred to committee on the bill; counsel ordered.

WEDNESDAY.

Standing Orders Committee—Resolution reported:—

That, in the case of the Northern and Eastern Railway petition, (No. 2), the parties be permitted to proceed with their bill—Agreed to.

Railways (Ireland)—Petition in favour of the proposed measure; ordered to lie on the table.

Deptford Pier Junction Railway—Bill "to alter and amend the powers and provisions of an Act for making a railway from the London and Greenwich Railway to the Deptford Pier, to be called the Deptford Pier Junction Railway," presented; read first time; to be read second time.

THURSDAY.

General Cemetery—Bill read second time, and committed to Mr. T. Wood and the Middlesex list.

Commercial (London and Blackwall) *Railway*—Four petitions against; ordered to lie on the table.—Bill read second time, and committed.

Northern and Eastern Railway (No. 2)—Report [20th March] from select committee on standing orders read; bill ordered to be brought in by Mr. Ward and Mr. Marshall.—Leave given to present the bill on or before Wednesday next.

North Midland Railway—Petition against; referred to the committee on the bill.

Manchester and Birmingham Extension Railway—Petition complaining of non-compliance with the standing orders; referred to select committee on petitions for private bills.

Railroad Communication (Ireland)—Motion made, and question proposed, "That an humble Address be presented to Her Majesty, that Her Majesty will be graciously pleased to direct measures to be taken for securing to every province in Ireland the advantages of railroad communication."

SOUTH BRITISH COTTON COMPANY.—We understand that the factory occupied by this company in Hill-street, will be partially at work by the end of April.—*Coventry Herald.*

BANK OF IRELAND.—DUBLIN, MARCH 17.—The very unexpected intelligence of the reduction of the half-yearly dividend on Bank of England stock produced no small degree of alarm yesterday amongst the proprietors of the stock of the Bank of Ireland. Not that there appears to be any immediate cause of apprehension that the directors of the Bank of Ireland will pursue a similar course, but as the same causes operate in Dublin as well as London, the same competition arising from the joint-stock companies, and in addition, the uncertainty prevailing as to the terms of renewing the Bank of Ireland charter, which expires at the end of the present year, the Irish stockholders perceive sufficient ground of alarm in the example of reduction of interest set by the English board. The last quotation of Bank of Ireland stock was 196, but, as there was not a single sale yesterday, it is impossible to tell what effect the news may have had upon the value of that stock. The Irish dividend has been 8 per cent. per annum, paid, I believe, without calling on the reserved fund.

THE MAILS.—STEAM CONVEYANCE TO AMERICA.—We are extremely happy to learn that her Majesty's government have entered into a contract for conveying the mails, by large and powerful steam-vessels, from Liverpool to Halifax, and thence by branch steamers to Boston, and in the summer to Quebec. The mercantile interests, not only in the North American colonies, but also in the United States, will be gratified to learn that, instead of a monthly communication as formerly, steamers will now be dispatched on the 1st and 15th of each month. The enterprising contractor has engaged with those able and scientific builders, Messrs. Wood, at Port Glasgow, to build three ships of 1000 tons each, in which Robert Napier, Esq., is to place engines of 400-horse power. From the past success of Messrs. Wood and Napier, we doubt not when these vessels are on their station, in April, 1840, they will be quite unrivalled; and, moreover, that the acute observation of "Sam Slick," that "the route via Halifax is the shortest way to New York," will be verified to demonstration.—*Glasgow Courier.*

PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND CROYDON RAILWAY COMPANY.

The half-yearly general meeting of the proprietors of this company was held at the London Tavern, on Friday, the 8th inst.

JOHN MOXON, Esq., in the chair.

The advertisement convening the meeting having been read,

The SECRETARY (R. S. Young, Esq.) read the following

REPORT.

Having laid before the proprietors on two occasions, so recently as the 12th and 23d of January, minute details contained in the directors' and engineer's report of the progress and state of the works during the period which had elapsed since the half-yearly general meeting held in September last, it will be more useful in the present advanced state of all the works towards completion, to refer to such portions of the several contracts which yet remain to be done, as well as what has been already finished.

The buildings and works at the passenger stations at Croydon, Norwood, and the Dartmouth Arms, are nearly finished, and are ready for the traffic. The retaining walls and ground for the station next Sydenham-bridge, the works of which are heavier, are also finished. At the more important station works at New Cross, the passenger house and shed and platform are nearly completed; the remaining works there, consisting of the engine-house, workshops, and the fixed engine-house, are in an advanced state.

The most important of all the works of this kind, namely, the brick arching and other parts of the London station, have proceeded throughout the winter with but little interruption. Of the main portion, namely, that at the entrance, the arching and brickwork are nearly finished: further on, the arches which are to carry the railway over an angle of Canterbury square are nearly completed; and the remainder of the work comprised between this point and Tooley-street and Glean-alley is proceeding steadily, the directors being anxious that the works of this very important part of the railway should be forwarded so as to fit the station for the reception of traffic contemporary with the completion of the line.

Of the remaining but unimportant parts of the brickwork, viz., the lighthouse at the junction near Corbet's-lane and the first bridge above New Cross, the former is finished, and the arches of the latter are turned; the centres will be struck in about a week.

With regard to the earthwork the whole of that part of the line from Croydon to the Dartmouth Arms, five miles and a half is completed, and the ballast nearly all laid. At the other end of the line, viz., from the junction with the Greenwich Railway, near Corbet's-lane, along the main embankment through the New Cross cutting, and as far as the shallower part of the Forest-hill cutting, two miles and three quarters, the earthwork is also finished, the length of the ballast remaining to be done along the whole line is about two miles.

For the last five weeks the laying of permanent way has been proceeding with renewed energy, and we are occupied in adding additional men as speedily as the better class of labourers required for this portion of the works can be procured. Out of the eight miles and three-quarters of double line, or seventeen and a half single line, the double line is completed from Croydon to within three hundred yards of Annerley-bridge; the single line is carried out to Sydenham-bridge, and will be at the Dartmouth Arms in about ten days from this time; at the Corbet's-lane end the double line is laid from thence past the New Cross station, altogether one mile and twenty chains, except about two hundred yards of single line. About a quarter of a mile of double line is laid in the Forest-hill cutting. Out of the entire seventeen and half miles of single line, about six and a half miles remain to be done.

The earthwork not yet finished is comprised in the bottoms and slopes of the deeper part of the Forest-hill cutting; 502 men are employed in the earthwork of this contract, which will be finished in about five weeks from this time.

The inclined plane from the railway line to the level of the wharf at Coldblow, will be put in hand and the rails laid immediately.

The passenger carriages, viz., of the first and of the second class are completed, and some of them are placed on the line.

Out of the whole number of locomotive engines, viz., seven—four are now on the railway, one more is just arrived at Camden Town, and the remainder will be delivered in the course of this and next month.

As it is usual in this advanced state of railway works when all the heavier parts are completed, and when the opening the line for traffic can be calculated upon, according to any fixed scale of progress maintained in the permanent way, we are anxiously endeavouring to forward all those works, contracts, and supplies, in order to complete them at the time the rail laying is completed.

Notwithstanding the wetness of the season commencing about the middle of November, and continuing with but little intermission to the end of February, the proprietors will observe, that the works along the line, and at the stations, and all the contracts for supplies connected with the formation of the permanent way, and with the working of the line, have advanced with more energy than might have been expected. About the commencement of the year we were compelled, by the unfavourable state of the weather and other causes, to limit the amount of labour employed to about 480 men; measures, however, were taken immediately after the special meeting of proprietors, about the middle of January, to put on an increased force upon all the works, and there are now 1632 men, exclusive of smiths, &c., and those employed on the London station.

Estimating the further progress from the present date, at which the highest amount of labour is employed by the scale realized when the number of men have been gradually increasing from 487 to the present amount, we see no reason to question the calculation of the engineer, that the opening of the railway may be expected in May next.

For any further information as to the state and progress of the works, we beg to refer the proprietors to the engineer's report, which will be laid before you on the present occasion.

With respect to the finances of the company, we beg to state, that in consequence of the resolutions passed at the special general meeting held on the 23d of January, 6645 new shares were subscribed, the remainder, viz., twenty-one, have been disposed of for the company's account.

Under the second resolution, passed at the last special general meeting, the sum of 3,700*l.* has been raised by issue of bonds.

The available funds of the company may be stated as follows, viz:—

Remaining instalments to be received in March and April upon the recent creation of 6666 new shares	£40,774	10	0
Cash at the bankers, this day available	23,616	3	1
Bonds remaining to be issued under the vote authorised by the special general meeting of proprietors, held in January	26,300	0	0
Remaining sum proposed to be raised by the issue of bonds	24,000	0	0
Total	£114,690	13	1

Among the resolutions to be submitted to the proprietors at the present meeting, we beg to recommend that a resolution be passed empowering the directors to raise the further sum of 24,000*l.* as above mentioned, by the issue of bonds under the company's seal.

At the ballot which took place, according to the provisions of the Act of Parliament, on the 4th instant, the following directors retired, viz: Jonathan Hayne, Esq., and Capt. J. W. Pringle, R.E., both being re-eligible.

With due regard to the interests of the company, we have considered it expedient to take such preliminary steps as are required for obtaining an amended Act of Parliament during the present session, one of the principal objects being to vary the powers of the company as to the mode of raising money, provisions to the full effect sought not being included, according to the present practice of Parliament, among the powers hitherto granted to the company.

In all communications between your directors and the committee of inspection appointed by the proprietors in January last, our rule has been to afford all the information possessed by ourselves, both as to the matters specially delegated, and any others which may have appeared to the committee to be worthy of inquiry.

In furnishing the particulars, we have done all that was practicable consistently with the devotion of the greater part of the time to the pecuniary affairs of the company, consequent upon the late special meeting, and to the exertions, which in conjunction with the engineer, we have made to impress a highly accelerated movement upon the work going forward on the line and stations.

In taking leave of the proprietors on the present occasion, we congratulate them upon the approach of the time when the railway will be opened. In preparing ourselves for that part of the duties of management which consists in making the line of railway useful to the public and beneficial to the proprietors, we beg to be permitted to express our satisfaction also at the approach of the period when the labours which we have constantly and anxiously devoted to the acquisition of the properties, and the construction of the line of railway, will be rewarded by the completion of the works.

A statement of receipts and expenditure was then submitted, showing the total receipts, 144,263*l.* 2s. 7d.; total expenditure, 134,065*l.* 3s. 10d.; leaving a balance of 10,207*l.* 18s. 9d. in the hands of the company.

The engineer's report was then read.

The CHAIRMAN said the station at Tooley-street should be ready by the time the railway was completed; and the whole of the works would be so constructed as to require as little future disturbance as possible.

After some conversation as to the necessity of going to Parliament for an additional Act, Mr. CAPEL (chairman of the committee of investigation, appointed at a recent special meeting) read the following report of that committee:—

The committee of inspection informed the proprietors at the meeting which was held on the 23d of January, that one of the first objects which had engaged their attention was to obtain the assistance of an eminent engineer, as they were desirous that it might be in their power to communicate to the proprietors regarding the railway generally, and particularly Mr. Gibbs' last estimate, an opinion on which they might rely. They informed the meeting at the same time, that they had succeeded in securing the services of Mr. Cubitt, who would be able to give his attention to the business towards the end of that month.

The committee having received a letter from Mr. Cubitt, dated 9th February, and having a day or two after had an interview with him, lost no time in making known to the proprietors the information that they had thus received from him.

The committee would have wished to be able to lay before the proprietors an account of the progress of the railway from the beginning, stating what deviations from the original plan, and what additions to it had been deemed advisable, what accidents had occurred in the execution of the work, and what had been the effect of those different circumstances as far as it could be ascertained, on the expenditure, and also on the delay in the time of completion, in order that they might be able to state the causes of the disappointment to which the proprietors had been subjected. With a view of obtaining this information the committee requested Mr. Gibbs to make out a historical account of the railway, with reference to those points, which he had accordingly done. This account, however, does not contain exactly the information which the committee would have wished to communicate to the proprietors.

In the absence of such information the committee have only to remark, that after the opinion given by Mr. Cubitt of the excellency of the works, they cannot but acknowledge the ability which Mr. Gibbs has displayed in their design and execution.

The committee since the time of their appointment have been informed of the proceedings of the directors, having been regularly furnished with their minutes, and they have not failed to offer their opinion on any subject which thus came under their notice, when they thought it their duty so to do. It gives them pleasure to be able to state, that the directors have shown great readiness to give any information

the committee asked for, and to take into consideration any opinions suggested by them.

The committee found at the time of their appointment that the whole number of men employed on the line was under 800, a number which they thought by no means sufficient for the due progression of the work. They therefore recommended strongly to the directors that an increase should be made immediately.

The committee are happy to be able to state that a gradual increase has since taken place, and that the number is now above 1100.

A subject which has also engaged the attention of the committee has been an inquiry into the expenditure of the company, both before and since the time of their appointment. They applied, therefore, to the directors for such accounts and vouchers as they thought they would have occasion for. Those relating to the past expenditure have been sent them, but only so recently as to preclude the possibility of making any report on the subject to the proprietors at present.

The attention, however, of the committee has been chiefly directed to the correctness of the estimates, with regard to what remains to be done, and the time at which, with a sufficient supply of money, the line may be completed. On these points Mr. Cubitt has given it as his opinion, that the cost of completing the line will not exceed, by more than 3000*l.* or 6000*l.*, the gross sum stated in the report made by the directors to the proprietors on the 12th January, and that this excess has chiefly been occasioned by the slips that have occurred at Forest-hill since that time. He gives it also as his opinion, that the line will not be open before the 1st of June, or perhaps a little sooner if the weather be very favourable.

He confirms what he had formerly stated of the goodness of the work, and adds that it appears to have been executed at fair prices.

Mr. Cubitt having consented, at the request of the committee, to be present at the meeting, will be ready to give an explanation on those points regarding which the proprietors wish to be more particularly informed.

Mr. Cubitt said the work appeared to be going on very well. The drainage was admirably provided for; and he had never seen works better executed. He was bound to add, that nothing was more difficult than to calculate when a work of this kind would be finished, as it was impossible to foresee the various accidents that might occur. Mr. Cubitt also expressed himself particularly satisfied with the construction of the different stations.

In answer to a question, Mr. Cubitt said he considered the wharf one of the most valuable portions of the work—forming a most excellent communication, through the medium of the canal and of the railway, from the Thames to the whole weald of Kent. Mr. Cubitt further stated, in answer to another question, that he believed the works would be completed simultaneously, though, if the "slips" had not occurred at Forest-hill, the station at London-bridge would not have been completed so soon as the rest of the work. He was perfectly satisfied with the mode in which the railway was constructed, there being transverse sleepers close together, and longitudinal beams for rails; and he again repeated that the workmanship was excellent.

In reply to an observation, the Chairman said, with regard to the delay which had occurred, no blame could be attached to the directors. It was to be recollected that this company had to wage a long struggle with a corporate body, which struggle was not concluded till 1836. Then as to the first contract, the original tender was 56,000*l.*, and by waiting the directors had reduced it to 36,000*l.* As to any difficulties which had been created by a temporary deficiency in funds, he would not say a word upon that subject.

After some desultory conversation, Mr. Waley moved the adoption of the report, which was seconded by Mr. Shewell, and carried unanimously.

Mr. Wilkinson moved that the directors be authorised to raise by bond the further sums allowed in the Act of Parliament, which having been seconded, was agreed to.

The two directors going out of office by rotation were re-elected.

Mr. Waley moved a vote of thanks to the committee of inspection, for their important services in exhibiting the concerns of the company in so satisfactory a light, which was carried unanimously; as was also a vote of thanks to the chairman and directors for their valuable, arduous, and gratuitous services; a vote of thanks to Mr. Cubitt; and a vote of approbation to Mr. Gibbs was also passed unanimously.

Thanks were then voted to the chairman, and the meeting separated.

NORTHERN AND EASTERN RAILWAY COMPANY.

The half-yearly general meeting of the shareholders of this company was held at the London Tavern, on Tuesday, the 19th inst.

Henry George Ward, Esq., M.P., in the chair.

The Chairman, in opening the business of the day, said that it would be unnecessary in him to go into details; the report about to be submitted was sufficiently explicit upon those points upon which the decision of the shareholders was requisite. He trusted the remarks that would be made upon the business of the day would be in a spirit of moderation. It was evident that the directors, equally with the shareholders, were interested in the prosperity of the undertaking; they held a very large stake in the property, and he took leave to say that it would be better for all parties if personalities were avoided. There was one important point he had to mention, viz., their regret at their inability to report to the shareholders this day the decision of the Standing Orders Committee of the House of Commons with respect to their deviation line. They had hoped to have learnt this yesterday, but in consequence of pressure of business, the case of this company had not yet come under their notice. This company differed from every other company that had gone into committee—having contracted for the whole extent of line, and having no opposition from any one party to contend with; and having embraced all the opportunities that lay in their power to ensure success, the directors considered they were entitled to it, and entertained very sanguine expectations as to the result.

The directors' report, accounts, and report of engineers', were then submitted.

Mr. Thompson wished to inquire if the compensation for the abandoned line between Tottenham and Islington was included in the account submitted?

The Chairman said it was not; that it would be impossible at the present time to state it; it was very probable that, by a negotiation which was now pending, they would get rid of the whole of that land without one shilling loss to the proprietors. He added, that as the proprietors were now in possession of the proposed steps the directors intended to take, provided they had the concurrence of the shareholders, he should merely add, that it was submitted by the directors as the only advisable course they could pursue when their bill had passed through Parliament, they should no longer keep the power of purchase over the heads of those parties who held land in the proposed line north of Stortford; in fact, having a capital so greatly decreased (by the resolution of the meeting of the 12th inst.), it would be impossible for them to extend their operations north of the above town—they should confine their energies to that part of the line line from London to Bishop Stortford, and with a *bonâ fide* share list, they doubted not but that the works would proceed with the greatest rapidity.

Mr. Williams considered that the report did infinite credit to the direction. He fully concurred in the directors' views to husband the resources of the company; he considered that the shareholders had done a very politic act in reducing the share list. He had much pleasure in moving the adoption of the report.

Mr. Shewell seconded the motion. He thought they could not have pursued a more advisable course if the whole amount of capital had been paid up.

The Chairman observed, that the nature of the works altered entirely north of Stortford, till they got to that town, he believed that no company possessed a line of railway which could be made serviceable with so small expense; they had no embankments of consequence, or any natural difficulty to surmount, neither had they any heavy purchases to make, but when they got north of Stortford the state of the country altered altogether. The chairman further said (in answer to a question), that 50*l.* per cent. must be paid up on the reduced capital before a loan could be effected; he added also, that they must have a new act to go on to Cambridge—they could not do it under the old. He (the chairman) then put the motion for the adoption of the report, which was passed unanimously. The chairman concluded, by saying, it was exceedingly gratifying to the directors to see that such unanimous concurrence prevailed among the proprietary to coincide with the measures suggested by their board. He trusted that the shareholders would now support them with spirit, and having reduced the undertaking to their means, they should proceed with rapidity in the execution of the works.

A vote of thanks was passed to Mr. Leifchild, at the suggestion of the chairman, for the great services rendered by him to the company in superintending and carrying out the contracts he had in hand.

On the motion of Mr. Wedgwood, an especial vote of thanks was passed to the board of directors for their very able and efficient services, and for the zeal and ability with which they had conducted the affairs of the company.—The meeting then adjourned.

GREAT NORTH OF ENGLAND RAILWAY.

The half-yearly general meeting of the proprietors of this company was held at Darlington, on the 5th inst.

H. Stobart, Esq., in the chair.

The report of the directors gives a highly satisfactory detail of the progress of the works, which have been carried on since the commencement with great vigour, as may be gathered from the fact that a considerable extent of the southern division of the line has been already executed, and that of the remaining portion the greater part is in active operation. Being anxious to secure the completion of this part of the line simultaneously with the finishing of the other great railways south of York, the directors and their friends advanced 50,000*l.* on the security of the company's bonds: in addition to which they have advertised for loans, and from the estimation in which the undertaking is held by the public, they have no doubt of being shortly in a position to carry forward with energy the works now let, without pressing too heavily for calls upon the shareholders. The bridges over the Tees and the Ouse are rapidly advancing, notwithstanding the unavoidable delays occasioned by the winter floods; the whole of the land required on the line south of Darlington has been agreed for, the cost of which, in an extent of nearly forty-five miles, exceeds the estimate by the sum of 3500*l.* only; the Croft branch of the Stockton and Darlington Railway, forming part of the north division of the line, has been purchased by the company on favourable terms; and arrangements have been made for erecting, with the North Midland Company, a joint coach station within the walls of York. By the balance-sheet of the company laid before the meeting it appeared that the total receipts up to the 31st of December amounted to 197,341*l.* 1s. 7d., and the disbursements to 191,242*l.* 4s. 9d.; leaving a balance in the hands of the company of 6098*l.* 16s. 10d. The directors conclude their report by stating that they feel it to be their duty to press on the shareholders, and more particularly on those who reside at a great distance, the importance of making themselves fully acquainted with the merits and character of this undertaking, which, from its position, connections, and extent, must certainly be considered a national line. "It is (they observe) undeniable that some of the proprietors have, from their great distance from the scence of operations, known little of its nature and resources, and have consequently been to some extent indifferent as to its completion. If such persons will take the trouble to inquire minutely into the subject, the directors feel assured that the result of their inquiries will be to secure the zealous and energetic support of those who are the most deeply interested in its completion." The engineer of the line, T. Storey, Esq., in his report to the directors on the state of the works, says, that at present he sees nothing to prevent the whole of the line between Darlington and York being opened for the use of the public by the autumn of 1840, the period fixed for the completion of the other lines south of York.

MANCHESTER AND LEEDS RAILWAY.

The half-yearly meeting of the proprietors of this railway was held at their offices, Hunt's Bank, Manchester, on Monday, the 18th inst.

James Wood, Esq., in the chair.

The Chairman, in opening the proceedings, said that the directors met the shareholders on the present with as much satisfaction as on any previous occasion. He would call their attention to a few of the leading topics in the report, and, first, as to the land for the railway. They would be glad to hear that the whole of the land between the two termini had been purchased, with the exception of two or three small portions, the value of which would not amount to more than some 8000*l.* or 10,000*l.* The directors had thought it right to resist the exorbitant demands made on them for land at various periods; and though they had been dragged more than once into the Court of Chancery, and had met with very vexatious opposition, and had been compelled to expend very large sums in order to vindicate the right entrusted to them—the shareholders would be glad to know that the entire line (save the three or four points alluded to) had been purchased for a sum not exceeding the revised Parliamentary estimate by more than 50,000*l.* He thought this very satisfactory, especially if compared with what similar companies had done. He had looked at the London and Birmingham, and the London and Southampton lines, and though not disposed to blame any parties, for he had no doubt they had done the best they could, he thought it very satisfactory to the shareholders that the revised Parliamentary estimate had not been exceeded by more than 50,000*l.*, including law expenses, while some lines, of less magnitude, had paid double, and some as much as treble, the amount of their revised Parliamentary estimates. All the contracts between the two termini had been let, at satisfactory prices, and to parties well capable of fulfilling them. The whole of the contracts, with the two or three exceptions already noticed were in full operation. Of course very large sums of money had been wanted for the purchases of land and for the works, and the amount expended had been generally 60,000*l.* or 65,000*l.* a month. This was a proof that the work had been proceeding satisfactorily and with considerable rapidity. The calls, although very heavy, had been responded to with a promptitude almost without a parallel; for 50 per cent. had been called up, on the 100*l.* shares, and at the present moment not more than ¾ per cent. remained unpaid by the shareholders at large. The amount which the directors were authorised to borrow, under the Act, had been borrowed, and considerably more money had been offered on loan, but of course the directors could not accept it; but those who offered it, would be entitled, when another Act was obtained, to the first chance of lending their money to the company. A committee of directors recently appointed to examine into the traffic, had proceeded to a certain extent in their inquiry, and so far its result had been of a most satisfactory nature. He regretted that any unpleasant feeling should have arisen in the minds of the shareholders in reference to the non-delivery of scrip; but the fact was, that the directors were obliged, by the new standing orders, to present the receipt for the money received, without which the Act could not be obtained. A great outcry had been raised against the company on account of the extension or connection line passing through a portion of the burial ground connected with the Manchester workhouse. He must say that the parochial officers, in calling a meeting of ratepayers on this subject, had been somewhat too hasty. A great deal had been said about the want of delicacy, humanity, and Christianity of this company, in disturbing he knew not how many thousand dead bodies in that burial ground; but supposing they were to do so, this would be no new thing; for the same had been done in reference to two roads near the Collegiate church, without any outcry, and surely this railway would confer as great a boon on Manchester as either of those roads. The shareholders would be surprised, and doubtless glad, after all that had been said on this subject, to hear him state on authority, that in passing through that land not one single body will be disturbed by the company. Three directors were balloted out, the Hon. Captain Best, Mr. H. Forth, and Mr. Thomas Broadbent. They were re-eligible, and he hoped as all the directors had hitherto worked harmoniously together, that they would be re-elected. As to the connection railway of the Manchester and Leeds line, at its terminus in Manchester, with the Liverpool and Manchester line, he need only say, that by bringing the passenger station to Hunt's-bank, passengers would be landed within less than 500 yards of the Manchester Exchange, which would not only be a great convenience to passengers, but a considerable advantage to the shareholders at large.

Mr. James Heald (a director) read the report of the directors.

Mr. Heald then read the engineers' report.

Mr. James Brackenbury (solicitor) read the accounts, by which it appeared that the total receipts to June 30, 1838, were 415,906*l.*; less the total disbursements (342,156*l.*), 72,850*l.* So much of the calls paid in advance as have subsequently become due, 35,426*l.*; leaving a balance of 37,430*l.* Amount received on account of calls to December 31st, 259,600*l.*; additional, of calls paid in advance, 31,275*l.*; amount received on loan, 230,690*l.*—which with interest made a total receipt of 560,775*l.* The expenditure included the following amongst other items:—For land and compensation, and attendant expenses, 94,575*l.*; works, 208,069*l.*; engineering, 6447*l.*; steam-engines and other articles in stock, 55771*l.*; total expenditure, 323,373*l.*; leaving a balance in the banker's hands, on the 31st of December last, of 237,399*l.*

Joseph Pease, Esq., of Darlington, moved that the report of the directors be received, and that their proceedings be approved of and confirmed, which, having been seconded, was agreed to.

On the motion of Mr. Ashton, seconded by Mr. Prin, the accounts up to the 31st of December last, also passed.—On the motion of Mr. Penny, of Liverpool, seconded by Mr. Cameron, of Manchester, the Hon. Captain Best, Mr. Forth, and Mr. Broadbent, were re-elected directors.

The common seal of the company having been affixed to the register of proprietors, Mr. Wood left the chair. Joseph Pease, Esq. was called thereto; and on the motion of Mr. Prin, seconded by Mr. J. Brown, the thanks of the meeting were voted to Mr. Wood, for his able conduct in the chair. The meeting then closed.

ULSTER RAILWAY COMPANY.

The half-yearly meeting of the shareholders of this company was held on Thursday, the 14th inst., at the company's office, Commercial-buildings, Belfast. James Goddard, Esq., in the chair.

The preliminary business having been gone through, the following report of the directors was submitted:—

REPORT.

In obedience to the resolution passed by the proprietors, in September last, that the general meetings of this company should, thenceforward, be held half-yearly, the directors have now summoned their constituents, in order to lay before them a brief account of their proceedings, and the progress of the works since their last report, together with an abstract of the receipts and expenditure of the company, made up to this time.

In the report submitted to the proprietors, at the annual meeting, in September, 1838, the directors mentioned their hope, that the railway would be completed as far as Lisburn, in the spring of this year; circumstances, however, have occurred, that will retard this desirable event for a short time, and the directors cannot look forward to its being completed sooner than July next. The extreme wetness of the weather during the past winter, has kept back the operations of the contractor, particularly in the deep cutting at Farmhill, the non-completion of which has put a partial stop to the ballasting of the line in that direction. A disappointment has also occurred from the want of a locomotive engine, which would have greatly facilitated this part of the works, and which was expected to have been delivered in February. The works generally, notwithstanding, have progressed rapidly.

All the bridges are finished, and executed in a creditable manner, and the necessary buildings, gates, &c., for opening the line, are in a state of forwardness.

The rails have now been laid on about two miles of the way, and the directors hope, if the weather proves moderately dry, that the whole will be accomplished, and the traffic commenced, in the course of the summer.

The directors have been anxiously employed in endeavouring to procure assistance from Government, in aid of this undertaking. No time or pains, on their part, has been spared, to obtain this object; but, as yet, they regret to say, their exertions have been unsuccessful, inasmuch as an offer of a loan, on the security of the works between Belfast and Lisburn, to the extent of about 16,000*l.*, was the only one made to them by the Lords of the Treasury, and which the directors did not hesitate to decline, the Board of Works for Ireland having already recommended a loan of 40,000*l.* on the security of this section of the line, after the most minute investigation into its progress and circumstances.

The directors will continue, however, to urge the well-founded claims of this company to aid, from the state, in a loan, at a low rate of interest, adequate to the magnitude of the work, and the security they can offer; and, as the latter is unquestionable, they have little fear of ultimate success.

A large portion of the arrears of calls, mentioned in the last financial report, has been paid up—say nearly 20,000*l.*; and for the first residue, still due, the law agent of the company informs the directors that, in consequence of his proceedings, he has obtained pleas of confession from the greater part of the defaulters which will insure payment in May next; and, on the whole, the directors anticipate but little loss to the shareholders on this head.

The purposes of Parliament, with regard to a general system of railroads in Ireland, will be carefully attended to by the directors; and they give their assurance to the proprietors, that the interests of the undertaking with whose management they are intrusted, shall be vigilantly watched over.

A statement of accounts up to the present day was then submitted, showing the total receipts to be 104,098*l.* 6s. 11d., while the expenditure amounted to 102,569*l.* 19s. 6d., leaving a balance in favour of the company of 1528*l.* 7s. 4d.

The report having been read, it was moved by Robert Workman, Esq., seconded by James Bell, Esq., and agreed to, that the report be received and approved, and printed for circulation among the shareholders.

On the motion of Edward Walkington, Esq., seconded by C. Dobbins, Esq., a resolution was passed, conveying the warm thanks of the shareholders to the directors, for the zeal and ability displayed in the management of the concerns of the company.

A good deal of conversation took place respecting the state of the works, and the prospects of the company; and a general feeling of confidence was manifested, and a strong desire evinced, that the directors should adopt the most prompt and efficient means for proceeding with the work beyond Lisburn, to which place it is now nearly completed.

BRITISH ASPHALTUM AND PATENT COAL COMPANY.

A special meeting of the shareholders in this undertaking was held at the company's offices, in Bishopsgate-street, on Monday, 18th inst., for the purpose of confirming the resolutions passed at the last meeting.

John Harman, Esq., in the chair.

The Chairman read the advertisement convening the meeting, and also the resolutions passed at the last meeting, which will be found in our columns of the 26th January last.

The Chairman stated that, although great delay had occurred in bringing to maturity the works of the company at Bow, still that delay, he was satisfied, would in the end be productive of good; it had given them an opportunity of ascertaining from actual experiment the best mode of proceeding, and having entered into a contract with Messrs. Braithwaite, the celebrated engineers, for the erection of an engine, the works will be in operation by the 10th April.

Captain Bury, one of the former directors of the company, spoke at some length, endeavouring to cast a slur on the conduct of the present directors, but which was met by the answers of the chairman in a manner which fully satisfied every proprietor present of the nature of the feeling of the party from which the charges emanated; and the motion for the confirmation of the minutes of the last meeting were carried, only Capt. Burt and one other gentleman holding up their hands against it.

A vote of thanks having been proposed to the chairman, in which Capt. Bury said he most cordially acquiesced; it was carried unanimously, and the meeting broke up.

BIRMINGHAM BOROUGH BANK.

The first general meeting of the shareholders was held on the 20th inst., at the Bank, in Bull-street, Birmingham.

James Russell, Esq., in the chair.

The report of the directors having been received, and considered highly satisfactory, dividends, at the rate of 5 per cent. per annum for the nine months ending 31st December, 1837, and 6 per cent. for the year ending 31st December, 1838, were declared payable on and after Wednesday, the 10th day of April next, leaving a considerable sum for the purpose of forming the basis of a guarantee fund. A vote of thanks to the directors for their valuable services during the past year, having been proposed and carried unanimously, it was requested that they would continue the same during the present year. At the close of the meeting, a vote of thanks was unanimously passed to Mr. Russell, for his able conduct in the chair, and his continued zeal for the welfare of the bank.

COVENTRY AND WARWICKSHIRE BANKING COMPANY.

The third annual meeting was held on the 12th inst., at the King's Head Inn, Coventry. The report of the directors was deemed very satisfactory. After stating the profits for the year, it recommended a dividend at the rate of 7½ per cent. upon the paid-up capital, which amounts to nearly 60,000*l.*; leaving upwards of 1300*l.*, a proportion of which, in conformity with the deed of settlement, was added to the reserve fund, and a further sum appropriated in reduction of the preliminary expenses account; the surplus to meet contingencies. The dividend to be paid on and after the 9th of April next. The arrangement made with Messrs. Goodall, for the transfer of their business, was considered would be an important addition to the progressive increase which has continued to take place in the affairs of the company. Two vacancies in the direction, occasioned by the retirement in rotation of Messrs. Beche and Cash, were filled up by the unanimous re-election of those gentlemen.

Railway into the Heart of the City.—On Thursday week the Court of Common Council, with one dissentient voice, determined upon opposing the introduction into the heart of the city of the Blackwall Railway, and a petition to Parliament will be presented accordingly. The project is also opposed by the inhabitants and owners of property in the parishes and wards through which the proposed railway would pass. This is the third application to Parliament to repeal so much of the Railway Company's Act of the 6th and 7th Wm. IV., c. 123, as interdicts the admission of the line into the city, and fixes the terminus and depôt in Goodman's-yard, east of the Minories. If this project should succeed, it would probably be followed by several of the other railway companies, whose depôts are now most properly confined by law to the outskirts of the metropolis, and thus not only constitute an intolerable nuisance in the centre of the city, but interfere with some of the important public improvements now contemplated by Parliament and the corporation of London.

PUBLIC COMPANIES.

MEETINGS.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.—The directors hereby give notice, that the HALF-YEARLY GENERAL MEETING of the shareholders will be held on Saturday, the 30th instant, at the George and Vulture Tavern, Cornhill, at One o'clock precisely.
10, Laurence Pountney-hill, March 14.

KELLEWERRIS CONSOLS MINING COMPANY.—Notice is hereby given, that a GENERAL PUBLIC MEETING of those shareholders who have paid up all their calls in this company, will be held on the 18th day of May next, at One o'clock precisely, at the London Tavern, in the City of London, for the following purposes:—For auditing the accounts from the time (June, 1837) up to which they were investigated by a committee of the shareholders, to the present time; for the purpose of ascertaining what amount of debts are due from the mine (for which purpose all parties having any claims on the company are requested forthwith to send the same to the office) and the best means of liquidating them; for the purpose of ascertaining what arrears of calls are due on the three calls which have been made by the directors, and to take into consideration whether it would be expedient to re-admit those shareholders who are willing to pay up their calls, but whose shares have been declared forfeited in the *Gazette*; and also to make a further call, for the purpose of effectually working the mine, should it be found necessary to do so—and for general purposes.
19, Austin-friars, March, 1839. HENRY TRIBE, Secretary.
*** The above Meeting is called by the authority of us, the undersigned, as trustees, duly authorised by a deed bearing date the 17th day of March, 1836.
W. MILLETT THOMAS.
JOHN BUCKINGHAM.

CALLS.

BAHIA STEAM NAVIGATION COMPANY.—The Directors of the Bahia Steam Navigation Company having made a CALL for a further instalment of ONE POUND per share, to be paid on or before the 18th of April next, at the banking-house of Messrs. Smith, Payne, and Smiths, Lombard-street, the shareholders are requested, at the time of payment, to furnish the numbers of the scrip in respect of which such payment is made, in order that the same may be inserted in the bankers' receipt, which receipt, accompanied by the original scrip to which it refers, may then be exchanged for a new certificate at the office of the company. By order of the Board of Directors,
Lombard-street Chambers, March 18. G. H. HEPPEL, Secretary.

POLBREEN TIN AND COPPER MINING COMPANY.—Notice is hereby given to the shareholders of this company, that the directors have CALLED for a further instalment of TEN SHILLINGS per share, payable on or before the 22d day of April next, to the bankers of the company, Messrs. Bosanquet and Co., 73, Lombard-street. P. STAINSBY, Sec.
2, St. Mildred's court, March 20.
*** The shareholders are requested to forward their shares, with the bankers' receipt, to No. 2, St. Mildred's court, immediately on payment of the instalment, in order that such payment may be certified, and the numbers regularly entered.

TREWOLVAS MINING COMPANY—Notice is hereby given, that the last day for paying the CALL of ONE POUND per share (due on the 7th inst.), is Saturday, the 6th day of April next, after which day all shares in default will be ABSOLUTELY FORFEITED.
By order of the board,
C. F. KIRKMAN, Secretary.

DIVIDENDS.

SHIPOWNERS' TOWING COMPANY.—Notice is hereby given, that a DIVIDEND for the half-year, ending 31st December, 1838, has been this day declared by the board of directors of this company, and that the same will be payable on and after the 5th of April, at the company's offices, 102, Leadenhall-street. W. B. CAULFIELD, Sec.
March 12, 1839.

BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.—A Code of Rules and Regulations having been adopted by the proprietors, and a new board of Five Directors appointed,
Notice is hereby given to those shareholders who hold old scrip, and will pay up all calls, with arrears of interest,* that they may, by signing the code of regulations, and delivering up their scrip, be admitted proprietors, and receive new scrip in exchange for the old, provided that such payments be made on or before the 20th of April next—Messrs. Prescott, Grote, and Co., bankers, London, and the Phœnix Bank, Liverpool, are alone authorised to receive such payments.
*** No payments will be received after the 20th of April, and the company will then consist of such persons as have paid up all arrears of calls and interest, and no others will be acknowledged as proprietors.
By order of the directors,
1, Brazil-buildings, Liverpool, March 1. R. SHERATON, Secretary.
* To enable parties to make their payments correct, as regards INTEREST on calls in arrear, the following are the dates when each CALL became due, and from which dates interest (at the rate of 5 per cent.) must be calculated up to the day of payment:

Deposit	£2	....	All paid.	
First call of	£1,	due	14th February,	1837.
Second ,,	£1,	,,	16th October,	,,
Third ,,	£1,	,,	9th April,	1838.
Fourth ,,	£1,	,,	23d November,	,,

LONDON AND CROYDON RAILWAY.—The directors will receive PROPOSALS for the issue of the remainder of the BONDS under the company's seal, in sums not less than £300 each, bearing interest at 5 per cent. per annum, payable half-yearly, on the 10th of July and 10th of January; the principal to be irredeemable until the 10th of July, 1848.
By order of the directors,
1, Bank-buildings, Cornhill, London, March 20. R. S. YOUNG, Secretary.

THE METROPOLITAN CEMETERY AND GENERAL INTERMEMT ASSOCIATION.
The object of this company is to supply not only the place of interment, but the necessary ceremonials in conducting funerals.
Prospectuses, with printed forms of application for the remaining shares, may be obtained of Messrs. Wyatt and Brandon, 75, Great Russell-street; Messrs. Smith and Barnes, Frederick's-place, Old Jewry; and of J. E. Shearman, Esq., clerk of the company, 23, Great Tower-street.

THE THAMES TUNNEL, entrance near the Church at Rotherhithe, on the Surrey side of the River, is open to the public daily (except Sunday), from Nine in the morning until dark. Admittance One Shilling each. Both Archways are brilliantly lighted with Gas, and the descent to them is by a new and more commodious staircase. The Tunnel is now upwards of 860 feet in length, and completed to within a distance of less than 60 feet of low water mark on the Middlesex shore. By order,
J. CHARLIER, Clerk to the Company.
Thames Tunnel Office, Walbrook-buildings, Walbrook, March.

ROSCOE'S LONDON AND BIRMINGHAM RAILWAY.
This day is published, in 8vo., with an accurate map, eighteen fine steel plates, and numerous wood engravings, price 16s., bound,
THE LONDON AND BIRMINGHAM RAILWAY, with the Home and Country Scenes on each side of it; forming a History and Description of the Line from London to Birmingham. By THOMAS ROSCOE, Esq., assisted in the Historical Details by P. Lecount, Esq., F.R.A.S., Civil Engineer.
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SOLICITOR—William Bevan, Esq., Old Jewry.
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	First Five years.			Second Five years.			Third Five years.			Fourth Five years.			Remainder of Life.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
20	1	1	4	1	5	10	1	10	11	1	16	9	2	3	9
30	1	8	4	1	12	2	1	18	1	2	7	4	2	17	6
40	1	16	1	2	4	4	2	14	6	2	7	8	4	3	4
50	2	16	7	3	9	4	4	3	5	5	6	3	6	13	7

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospectuses, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.
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The object of this company is to establish meritorious inventions. Every invention submitted to it will be closely investigated under the strictest pledge of secrecy, while the means of investigation adopted cannot fail to afford an ample assurance to those investing their capital as shareholders and to the public that the inventions selected will prove both useful and profitable.
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The company have already commenced business.
The company will undertake the sale of patents and shares of patents, charging a commission.
The company will have correspondents in most of the principal towns in Great Britain, in the capitals of Europe and America, who will transmit all useful information and particulars of foreign inventions to the company, and with whom parties may communicate personally, concerning any required interference or assistance on the part of the company.
The company and its correspondents will keep a watchful eye to see that no patent in which it is interested, or which is placed under its protection, is pirated or evaded.
An extensive business of this description, while it will confer a great boon on the public, must be highly profitable to the shareholders.
The affairs of the company will be managed under a deed of settlement.
No call will be made on the shares exceeding £2 at one time, nor without three months' notice.
Applications for shares may be addressed to the secretary, at the company's offices, 448, West Strand; or the solicitors, Lothbury; where prospectuses and every information may be obtained.

UNION FLINT GLASS COMPANY (to be incorporated by Act of Parliament or Charter). Capital £30,000, in 6,000 shares of £5 each. Deposit £1 per share.
Applications for shares may be addressed to the solicitor, D. W. Wire, Esq., No. 9, St. Swithin's-lane, City; or to the bankers, Messrs. Ladbrokes, Kingscote, and Co., Bank-buildings.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the *safest*, *cheapest*, and most expeditious mode of effecting this very hazardous operation. *From many testimonies* to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.
"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

LONDON ZINC WORKS AND ROLLING MILLS, Wenlock-road, City-road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Planished Plates, of assorted sizes, for Zincography and Door-Plates, and Patent Zinc Slates for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to JOHN BALL and Co.,
11, Finsbury-circus.

On the 1st of March was published, price Sixpence, the Second Number of the Fifth Volume of
THE MINING REVIEW
A MONTHLY RECORD OF
GEOLOGY, MINERALOGY, AND METALLURGY;
Edited by HENRY ENGLISH, F.G.S.
Containing, in addition to the Original Articles, Reviews of Scientific Works, Foreign Extracts, Proceedings of Scientific Bodies, and Miscellaneous Intelligence, a Paper on the OCCURRENCE of the PRECIOUS METALS in GREAT BRITAIN.
The First Number (published on the 1st of February) contained a very important Paper on the STATISTICS OF THE IRON TRADE.
The Fourth Volume may now be had, in boards, price 8s. 6d.
The MINING REVIEW is also published on the last Saturday in the month, as a SUPPLEMENT to
THE MINING JOURNAL
AND COMMERCIAL GAZETTE,
And furnished GRATIS to the subscribers of that publication.
The MINING JOURNAL is the only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the English and Foreign Mining Districts, Sales and Purchases of Ores, Prices of Metals and Materials, Prices of English and Foreign Funds, Shares in Mines, Railways, Joint-Stock Banks, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c.; forming an invaluable record of every occurrence relating to MINES, RAILWAYS, JOINT-STOCK BANKS, &c.
The MINING JOURNAL is published at Two o'clock every Saturday afternoon, at the office, 12, Gough-square, Fleet-street, London, price Sixpence, and may be had of all booksellers and newsvenders in town and country.
The Advertisements inserted are confined to prospectuses of new companies, notices of meetings, calls, and dividends, sales of mineral property, or other matters intimately connected with the interests of the capitalist, and the proprietor in Joint-Stock Companies.
*** In an early Number will appear, a Paper on an improved Process in the Manufacture of Metals, whereby the deleterious smoke now generated will be avoided, and a considerable saving effected in the consumption of fuel, accompanied by engravings.

PUBLIC COMPANIES.

MEETINGS.

Great Leinster and Munster Railway	62, Moorgate-street	March	23	1.
Economic Life Assurance Society	Radley's Hotel, Bridge-street		23	1.
Commercial Gas-Light Company	60, King William street		25	1.
Dublin and Drogheda Railway	York Hotel, Manchester		25	—
English Copper Company	Upper Thames street		26	12.
Canada Company	St. Helen's-place		27	1.
British American Land Company	London Tavern		27	1.
Preston and Wyre Railway	11, King William-street		27	1.
British Tin Mining Company	Office, Adam's-court		28	1.
London and Havre Steam	2, Arthur-street East		29	1.
Great Wheal Charlotte	George and Vulture		30	1.
Kent Zoological & Botanical Gardens	6, King William-street		30	2.
Treleigh Mining Association	23, Threadneedle-street	April	3	1.
Liverpool and Manchester Railway	Exchange-buildings, Liverpool		2	1.
Scotch Mines	Sun Fire-office		4	12.
Tin Croft Mining Company	2, St. Mildred's-court		9	1.
Lancaster and Preston Junction R'way	Town-hall, Lancaster		9	2.
East Wheal Strawberry Mining Co.	2, St. Mildred's-court		11	1.
Surrey New Roads	York Hotel, Waterloo-road		11	1.
Kellewerris Mining Company	London Tavern	May	18	1.

CALLS.

Great North of England Railway	5l.	March	25	As former calls.
Tregolian Mining Company	10s.	April	5	London & Westminster Bank.
Mexican and South American Co.	1l.		16	Barclay, Bevan, and Co.
Cambrian Iron and Spelter Co.	2½l.		15	London Joint-Stock Bank.
European Gas Company	2l.		17	Ladbrokes and Co.
Bahia Steam Navigation	1l.		18	Lombard-street Chambers.
Polbreen Mining Company	10s.		22	73, Lombard-street.
Munster Union Mining Company	1l.	May	1	Provincial Bank of Ireland.

DIVIDENDS.

North and South Wales Bank	7 per cent.	Offices	March	11.
British American Land Company		4, Barge-yard		23.
General Steam Navigation Company		69, Lombard-street		20.
Royal Bank of Ireland	5s. per share	Dublin	April	1.
Leipsic and Dresden Railway		4, Frederick's-place		1.
Shipowners' Towing Company		102, Leadenhall-street		5.
Tincroft Mining Company	5s. per share	Office		11.
Kennett and Avon Canal Navigation	27s. per sh.	62, Lombard-street		20.
British Loan and Discount Society	10l.	1, Skinner street		—

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	21, Regent-street	Monday	9 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8½ P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Geological	Somerset House	Wednesday	8½ P.M.
London Institution	Finsbury-circus	Thursday	7 P.M.
Numismatic Society	Somerset House	Thursday	7 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.

SOCIETY OF ARTS.
Saturday, 23.—Chemistry, at half-past seven—on Mr. J. Thomas's black dye for woollens; Mr. L. Thompson's method of purifying gold; Mr. W. Maltby on Prussian blue from sugar-baker's refuse; [illegible] from sugar of [illegible].
A. AIKIN, Sec.

NOTICES TO CORRESPONDENTS.

We have received the Report of the Meeting of the "South Durham and North York General Shipping Company," which shall be noticed in our next.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, MARCH 23, 1839.

The mineral wealth of Great Britain has long stood prominent compared with that of other nations, and has placed this country in the same high position as regards mining, which distinguishes her when considered with reference either to commerce, manufactures, or political power. The annual value of our raw mineral produce has been estimated at no less a sum than *twenty millions sterling*, while the value superadded to this by the various processes of manufacture which it subsequently undergoes, and by the cost of carriage upon coal, must form a vast and, as yet, unestimated amount, which is, like the former, entirely *created* by the labours of the miner. The influence, therefore, of mining industry upon the national greatness and prosperity of our country, is too prominent and too decided to require more than a passing remark to direct attention to it, and to impress its importance even upon those who have not the smallest direct interest in the subject.

It is singular, however, that while on the continent mining has ever experienced the fostering care of Government—has had laws adapted to its peculiar wants, and colleges where the profession of the miner was taught by the ablest men that could be procured, aided by libraries, museums, and every extraneous mode of assistance—it is strange, that while all this has taken place in countries whose mineral produce has scarcely been a tenth of our own, that here the subject should have been completely neglected by Government—destitute of a proper code of laws, and of every facility for the acquisition of that knowledge upon which the proper pursuit of this most important branch of national industry must mainly be dependent.

The natural richness of our mineral deposits, the great development of mechanical genius which has distinguished our country, and the untiring energy of our national character, have enabled us hitherto to surmount all difficulties, and to make England the first mineral country in the world, in spite of the disadvantages alluded to, although it would be easy to point out many instances in which they have operated in a manner the most injurious. We observe with pleasure that a better state of things is at length, however beginning to dawn upon us—our mineral wealth, so long unnoticed and disregarded, except as a mere matter of individual enterprise, has at length forced itself upon the consideration of Government, as regards the attainment of those great and general benefits which can only arise from legislative superintendence. Individual enterprise will, indeed, accomplish much, when, as in the case of mining, there is an inducement sufficiently powerful to excite it to exertion; and of its unaided capabilities the present state of the art in this country is sufficient to afford a strong and convincing proof. The interests of individuals are, however, limited—they are confined within some narrow bound or locality, beyond which they never care to penetrate, and even within which they are not unfrequently changeable and conflicting. Even where the widest scope is taken by individuals of more liberal views or more comprehensive minds than others, there are always certain limits within which their exertions are necessarily confined, as well as objects which it is quite beyond their power to accomplish.

These considerations have suggested themselves to us upon taking that general view of the present state of the mining interest, which results from our editorial duty as the only representative of that important branch of national industry—the fulfilment of which office places before us from time to time the ever varying phases of its numerous and complicated relations, and demands our utmost exertion to do justice to each as in succession it comes before us. We have thus been led to observe, perhaps more closely than many, the gradual changes which have for some time past been taking place, the increasing interest taken by Government in the well-being of our mines, and the measures which have consequently been carried into effect for accomplishing those general objects which have long been most desirable, and which in no other great mineral country could so long have remained in abeyance.

First in point of importance and general interest, as extending over the whole country, and embracing every mineral tract and production, we may place the Ordnance Geological Survey, under the able superintendence of Mr. DE LA BECHE—a work of the most permanent value and importance to every miner, mineral proprietor, and landowner throughout the United Kingdom. Valuable as the Ordnance Survey undoubtedly was, even in its original state of a mere surface map, it still formed a very imperfect and inadequate representation of a country exhibiting such a rich variety of geological phenomena, and possessing an interior stored with an exuberance of mineral wealth unrivalled by any tract of similar extent upon the globe, worked, too, with an unparalleled degree of activity and skill, and contributing in no inconsiderable degree to the wealth and national importance of the country. At the time the Ordnance Survey was first commenced, which is not less than forty or fifty years ago, the science of geology was far too imperfect to afford it any aid; the two objects could not, therefore, have been successfully carried on till a comparatively late period, and it is satisfactory to find that they have at length been blended together, so that each will heighten the utility of the other.

The progress of the Geological Survey is necessarily slow, only the south-western counties having yet been completed; the only thing, therefore, which appears desirable is to accelerate the work as far as may be practicable. The survey itself will be accompanied by a series of Geological Reports, embracing not only scientific views, but entering largely into those details which are interesting to the miner and engineer, and conveying a great deal of information on the subject of mineral statistics. The first of these Reports, embracing the "Geology of Cornwall, Devon, and West Somerset,

by Henry T. De la Beche, F.R.S., &c., Director of the Ordnance Geological Survey," is now before us, and should be in the hands of every miner, engineer, or mineral proprietor throughout those counties, affording, as it does, in a general point of view, information of the highest utility to each.

Connected, we believe, with the survey in question, a national museum is now in progress, to be called the "Museum of Economic Geology," containing specimens of the rocks, minerals, ores, building stones, &c., of every part of the country, and forming, together with the maps and reports, an index to the mineral wealth of Great Britain, which will, we trust, be worthy both of her national character and of her vast internal resources—a work, the utility of which can require no comment.

It is also, we understand, in contemplation to form an establishment of a nature much required in connexion with our mines—a Record-office, in which shall be deposited such plans, sections, and descriptions of all mines on their ceasing to be worked, as may do away with the great uncertainty at present existing whenever it is proposed to re-open mineral works which have for any length of time been abandoned. Of the necessity of such an establishment, and the great sacrifice of capital which would in many cases be prevented, were a duly authenticated register thus to be preserved, but one opinion can be entertained among persons conversant with mining, most of whom have been severe sufferers at some period or another from the want of records of this nature.

The establishment of an efficient local court in Cornwall having jurisdiction in mining affairs, and superseding the old and obsolete practices of that county, which time had rendered ineffectual, is another instance of the attention of Government having been at length drawn to subjects in which the mining interest is concerned, and of an essential legislative provision having been at length made in accordance with its wants. The mining commission recently appointed, having for its object the better regulation and more efficient working of the mines in the Forest of Dean—fettered as this district has been for centuries with obsolete practices and customs, totally at variance with the present improved and energetic state of the art of mining, affords an additional proof that the attention of Government is now directed to the mineral wealth of the country, and that its requirements can no longer be trifled with as unworthy of legislative consideration.

With one other example we shall conclude the present article—we allude to the inquiry of a Parliamentary Committee into the subject of "Accidents in Mines." This inquiry was indeed loudly called for by the frequency and extent of the casualties alluded to (of which a melancholy example was given in our columns a short time since), nor should its utility be underrated in consequence of no striking remedial measures having been suggested by the Committee in their Report. The investigation was conducted with diligence and care—the highest authorities, both practical and theoretical, were consulted, and the accumulation of such a mass of valuable evidence, although failing in its immediate object, must indirectly be of great utility, while it is satisfactory to know that legislative inquiry has been directed to the subject with becoming, although to a certain extent with unavailing zeal.

Having now traced the increasing attention which Government has displayed within the last few years in the welfare of the mining interest, as regards its general and internal economy, there is still another class of benefactors to notice—those individuals and public bodies whose exertions have been so strenuously urged in behalf of the same cause, are well deserving of respect and admiration, and their endeavours cannot fail to be productive of the most beneficial results. To enter into this branch of the subject would, however, far exceed our limits on the present occasion, and we must, therefore, defer the notice to a future opportunity.

The prospectus of the "Railway Society," to which we alluded in our last Number, is now before us, and may be considered as placing the project on a practical footing, showing both the advantages calculated upon by the institution, and the mode in which they may be most readily secured.

We have already spoken in terms of approbation of an Association, from which so much benefit may be anticipated to the Railway interest, and believe we cannot more effectually aid its progress than by inserting the following outline of the plan, as given by the preliminary committee, in its prospectus just published.

"It is proposed to form a society, composed of proprietors of railway shares, and persons otherwise connected with, or interested in railways, for the purpose of promoting the scientific improvement and protecting the interests of those undertakings.

"The number of societies at present existing for the promotion of various branches of science, and of associations which are to be found in almost all trades and professions, render it a matter of surprise, that, in the case of railways, which are objects of so much interest to the public at large, as well as to those more immediately connected with them, no institution similar to that now proposed should hitherto have been established, and the advantages which have been experienced from the societies and associations before alluded to, leave no doubt of an equally beneficial result from the present project.

"It is proposed therefore to engage suitable rooms for the society, and to commence as soon as may be, to form a complete collection of all such maps, reports books, models, and other matters of interest, connected with the objects of the institution, as may be useful for the purpose of reference on all subjects relating to railways, and contributions of this nature will be requested from the different members of the society who may have it in their power to bestow them.

"It is further proposed to place the management of the scientific details of the society under a committee to be appointed for the purpose, and to form another committee, whose province it will be to watch over and promote the other objects of the institution."

The results of the Association will, we feel assured, fully justify the anticipations of its founders, and it will afford us pleasure to record in our columns the progress it may soon be expected to make.

The proposed Association of Country Bankers', for the better and more economical transaction of business in London, has attracted a good deal of public attention, as might naturally have been expected from a change of such magnitude and importance as the one contemplated. The leading feature of the plan, as must be well known, is to establish a central metropolitan agency, to which all the business now transacted through the medium of the London bankers shall be transferred, and placed under the management of a board of directors, invested with certain powers, and having under its control a large and effective establishment. The advantages held out in the circular which has been addressed to the country bankers on the subject, are the following. After alluding to the "unfortunate situation in which country bankers have been placed by the failure of their London correspondents," and describing the auspices under which the proposed establishment has originated, it is stated that it "will be exempt from all such risks, and afford the country banker peculiar and very considerable advantages, as the secrecy of a private bank will be preserved, and the security will be greater than that of any joint-stock bank." As regards economy, it is stated in the Prospectus that the annual expense of 406,800*l.* now incurred by country bankers in maintaining a London agency, may be reduced by the proposed system to about 60,000*l.*

Such are the leading features of this important project, which if carried into effect must be productive of a very extensive change in our banking system. It has originated, we understand, among gentlemen of the highest respectability, who now form the provisional committee, and is therefore entitled to the attentive consideration of the parties interested, while at the same time some guarantee is thus afforded of the ability with which the management would be conducted, in event of the scheme being brought to bear, and upon this point we need scarcely observe, that its entire success must mainly depend. When the feeling of the country bankers shall have been generally expressed, with regard to its feasibility and merits, we shall probably return to the subject again.

THE FUNDS.

CITY, Friday Evening.

Consols 92¾ ⅞ for money and time. The Three-and-a-Half per Cent. Reduced Annuities 101½ for the opening, and the New Three-and-a-Half per Cents 100¼ ⅜. Bank Stock 200¼ 201 for the opening. The premium upon Exchequer Bills at 2d. per diem 55 58, and on those at 1⅝d. 55 56. India Bonds 58 pm.

Portuguese Old Fives 73½; New Fives 34¼; and the Three per Cent. ditto 21¾. Spanish Bonds, with May Coupons, 20¼ ⅜. Passive 5, and Deferred 9½. Brazilian Bonds 79½, Colombian 29½, and Peruvian 17½. Belgian Bonds 102 ½. Dutch Two-and-a-Half per Cents 55¼, the Old Fives 103¼, and the New Loan 101.

Great Western Railway Shares 7 9½ pm.; Brighton 6¾ dis.; Blackwall 2½ dis.; Birmingham 71 72 pm; Greenwich 3½ dis.; and Southampton average 2*l.* 12s. 3d. pm.—Ionian State Bank Shares 2½ pm.; London and Westminster 3½ ½ pm.—General Steam Navigation Company 11 ½ pm., ex div.

LATEST INTELLIGENCE.

City, Twelve o'Clock.—Three per Cent. Red. Annuities, shut; Three-and-a-Half per Cent. Reduced, shut; Long Annuities, shut; Consols for Account, 92¾ ⅞; Exchequer Bills, 55 58 premium; East India Bonds, 65 67 premium; Dutch Five per Cents., 103¾ ½; Ditto Two-and-a-Half per Cents, 55¾ 6; Portuguese Five per Cents 34¾ 5½; Ditto Three per Cents 21½ 2. Railways:—Brighton, 7 6¾ dis.; Great Western, 6¼ 7½ premium; London and Birmingham, 71 73 pm.; New, 21½ 22½ premium; Southampton, 41½ 42½ per share; New, 19 20 prem.; York and North Midland, 1½ ½ dis.

Truro, March 21.—Average standard, 112*l.* 0*s.* 0*d.*—Average produce, 7¼.—Average price, 5*l.* 13*s.* 0*d.*—Quantity of ore, 4187 tons.—Quantity of fine copper, 317 tons 2 cwt.—Amount of money, 24,014*l.* 17*s.*—Average standard of last sale, 110*l.* 1*s.*—Produce, 8¼.

Prices of Shares in Birmingham.—London and Birmingham Railway, 164*l.*; ditto, quarter shares, 27*l.* 15*s.*—Grand Junction, 206*l.*; Great Western, 73*l.* 15*s.*; Birmingham and Derby, 48*l.*; Birmingham and Gloucester, 22*l.*; Manchester and Leeds, 65*l.*; London and Southampton, 42*l.* 15*s.*; ditto, new shares, 37*l.* 15*s.*—Grand Junction Canal, 191*l.*—Birmingham Gas Company, 95*l.*—Birmingham Fire Office (dividend 76*l.* 5*s.*), 125*l.*—Birmingham Plate and Crown Glass, 5*l.* 10*s.*—General Steam Navigation, 25*l.* 15*s.*—*Midland Counties Herald.*

MINING CORRESPONDENCE.

ENGLISH MINES.

ST. HILARY MINING COMPANY.

March 17.—It is with regret I inform you of a breakage on Wednesday; we broke the main gudgeon of the main bob, which prevented our working the engine until this morning. I hope we shall now work regularly. We have a new piston-rod and cap, and a new gudgeon of far greater strength. The mine on Tuesday was looking better than I have seen her for some time, and the ground in the engine-shaft is very favourable.

C. H. Richards.

GWINEAR MINING COMPANY.

March 17.—In the thirty fathom level west there is no alteration. In the rise in the back of said level communicated, have put two of the men in the ten fathom level east, and two in the twenty fathom level east, and have set a pitch in the bottom of the twenty fathom level (adjoining the rise), at 12*s.* in 20*s.*, to three men. In the twenty fathom level west there is no alteration. The ten fathom level east is improved. We have broken from the end this week 500 lbs. of black tin, by two men; as the end looks well, I have put four men instead of two.

C. H. Richards.

TINCROFT MINING COMPANY.

March 13.—I can only say, by way of report, that the state and prospects of this mine remain stationary since my last report, with the exception of discovering a good branch of tin in a pitch in the back of the 110 fathom level, which pitch is working at 6*s.* 8*d.* tribute; all our other places are equally as good as when I wrote last. We shall have about eighteen tons of black tin to sample next Friday, and I hope 140 tons of copper ore to sample next Wednesday. I hope to commence working at Palmer's shaft again in a short time—the water is falling back.

W. Paul.

UNITED MILLS MINING COMPANY.

March 19.—In the twenty-five fathom level the lode is two feet wide, composed of gossan and ore. In the thirty-five fathom level the lode is about eighteen inches wide, producing some good stones of ore. In the adit level no alteration. *Ten Fm. Level.*—In this winze the lode is eighteen inches wide, good for ore. Driving east, at the twenty fathom level, the lode is two feet wide, and poor. The twenty-seven fathom level is not looking so well. In the thirty fathom level the lode still continues its size and quality. In the thirty-six fathom level, east of Turton's shaft, the lode is large, and good for ore. West of ditto the lode is improved for ore since last reported. In the forty fathom level east of diagonal shaft, east of Williams's shaft, we are driving north in search of more lode. No alteration west of ditto, nor east of diagonal-shaft. In Williams's shaft the lode is from five to six feet wide in sinking—two feet good ore.

C. Penrose.

TAMAR SILVER LEAD MINING COMPANY.

March 18.—The lode driving north, at the 145 fathom level, is about eight inches big, composed of capel, mundic, and spots of lead, but not at present very productive. Driving south, at the 105 fathom, the lode is much the same as reported last week. In the winze sinking under the ninety-five fathom level the lode is two feet in width, and produces stones of silver lead ores. Going south, at the ninety-five fathom level, the lode is about a foot and a half big, producing good grey work, and looks very promising. I can report no alteration in either the eighty-five or seventy-five fathom levels since my last. We have sampled to-day a parcel of silver lead ores, computed fifty tons, for sale, by tender on Wednesday, the 27th inst., on the usual conditions. We should have had a ton or two more but for the inclemency of the weather.

Mark James.

PULBREEN MINING COMPANY.

March 16.—We hope to complete the cutting of the whim-plat at the thirty-two fathom level by the end of the present month, after which we intend commencing the cross-cut towards the lodes. Dorcas's lode, at the twenty-two fathom level, both going east and west, is small, but producing a little tin. At the twelve fathom level the lode going west is larger, about one foot wide, producing pretty good work. In the bottom of this level we have four parties of tributers working, and their prospects altogether are favourable; one in particular has a very good course of tin; in fact, the tribute department is looking now very encouraging. At Stainsby's, on Mortimer's lode, we have nothing new. To-day we have sold 4 tons 4 cwt. 1 qr. 5 lbs. of black tin, for which I enclose you two drafts, amounting to 102*l.* 19*s.* 2*d.*

Richard Rowe.

CORNUBIAN MINE.

Chiverton, March 19.—Our forty fathom level east, on the south lode, is still looking kindly. We have a good branch of lead in this level; best towards the bottom. In the tributers' rise, in the back of this level, we have a good lode. The same level west, on Chiverton lode, is greatly improved since I wrote you last: we have a good lode in this level. The thirty-two fathom level west, on Chiverton lode, is very much improved since my last report. The plat at the thirty-two fathom level, Old Engine-shaft, is cut, and we have set two pitches in the back of this level, one at 40*s.* and the other at 50*s.* per ton. Likewise we have set a rise, six feet long, from the back of the forty fathom level, to rise to the thirty-two fathom level, at 20*s.* per fathom, and 4*l.* per ton for the lead. In the sixteen fathom level the lode still continues large, but not rich. We have now dressed 40 tons; undressed 25; broke underground 5.—Total, 70. I expect that we shall sample about fifty tons on Saturday next.

J. Borlase.

REDMOOR CONSOLIDATED MINING COMPANY.

March 18.—In driving north, at the seventy fathom level, the lode is from ten to twelve inches in width, saving work for silver lead ores. Going south at this level, the lode has not that favourable appearance, being about six inches big, producing some stones of ore. In the sixty fathom level north, I stated in my last the lode having been hove by an east and west course; and, in driving east about eight feet, we have again discovered the lead lode, which has a promising appearance, and is from six to eight inches in width, yielding good work for silver lead ores. The lode in the winze, sinking in the bottom of this level, on the lead lode, and also in that sinking on Johnson's tin and copper lode, are without material alteration. In the north end, at the fifty fathom level, the ground is hard, the lode small, and at present of little value. The lode in the forty fathom level north is about six inches big, producing some stones of silver lead ores. The south end, at this level, we are now passing through a cross-course, which has disordered the lode for the present. At the north mine, in driving east at the twenty fathom level, nothing new has been discovered since my last; the ground continues favourable. We calculate to sample about thirty-four tons of silver lead ores on the 21st inst., of good quality.

Samuel Harper.

WEST WHEAL JEWEL MINING ASSOCIATION.

March 18.—At Buckingham's perpendicular shaft we shall, in a few days, be in order to sink below the thirty fathom level. The south adit shaft, and the rise against it, continue much the same; we are sinking and rising four to five fathoms per month, and expect it will be holed within four months. In the forty-two cross-cut south we have cut the first of the south branches; it is six inches wide, composed of gossan, intermixed with black and yellow ore. The thirty east, on the south branch, is rather increased in size, but in a disordered state; we expect it is near the little cross-course, but it still produces some good black ore. At Wilkinson's we have resumed sinking under the deep adit, but have not broken any of the lode this week. The lode in the east end is eighteen inches wide, composed of gossan, spar, peach, and producing small bunches of black and yellow ores. The lode in the Flat-rod shaft is eighteen inches wide, chiefly composed of spar, and producing some good tin ore; its appearance speaks favourably for an improvement shortly.

T. Tippett.

TRELEIGH CONSOLS MINING COMPANY.

March 16.—At Shanger and Williams's we are steadily prosecuting the different bargains as set the last survey day, without any material alteration. At Christoe, the pitches are all looking well; they are producing good ore, and the men getting wages in their respective tributes. The winze, under the twenty, holds out good prospects of a new bunch of ore, east of that now working in the bottom of the thirty fathom level, while the forty end east clearly indicates a continuance of that at a deeper level. The forty end continues rather hard, with a good leader of ore, nearly a foot wide; likely to continue, and, I hope, to improve. The thirty and twenty fathom levels west are now just past the fluccan, where the lode is large and promising, with good stones of ore, all dressing work, two feet wide; I find, though I have nothing particularly new to mention, I am happy to say this part never looked more promising to give permanent returns.

W. Sincock.

HOLMBUSH MINING COMPANY.

Stoke Climsland, March 18.—The ground in the cross-cut, north of the engine-shaft, at the 100 fathom level, is much as described in my last—rather hard for driving. In driving west of the engine-shaft, at the eighty fathom level, the lode, as hitherto, is worth about one ton per fathom. In driving west, at the seventy fathom level, the lode still exhibits an encouraging and favourable appearance; worth about five tons per fathom. In driving west, at the sixty-two fathom level, there is little alteration; the lode still holds good, is two feet wide, and worth about six tons per fathom. The lode in the winze sinking below this level, and also the lode in the stopes, at the back of the said level, has somewhat improved; the former is one foot wide, and worth about one and a half ton per fathom; the latter about two feet wide, and worth about five tons per fathom. In the fifty-two fathom level west the lode has been taken down; has greatly improved, is at present about fifteen inches wide, and worth from two to three tons per fathom. The lode in the stopes, at the back of this level, is about twenty inches, and worth from four to five tons per fathom. In driving west, at the forty fathom level, the lode at present is much disordered, being divided into different branches, which may produce altogether about one and a half ton per fathom. In driving west, at the seventy fathom level, on Flap-jack lode, and also at the thirty-five fathom level, on Holmbush lode, there is no alteration. The tribute pitches look extremely well, and expect to commence sampling at Calstock-quay on the 25th or 26th inst., and calculate the weight about 170 tons of good quality ore.

F. Phillips.

PERRAN CONSOLIDATED MINING COMPANY.

March 16.—Since my last of the 6th instant, we have completed sinking Windus's engine-shaft to the twenty-five fathom level, and have driven the cross-cut north towards the lodes about seven feet; the ground is very wet, and appears quite congenial for ore. At the fifteen fathom level, south of engine-shaft, on what we have called Mudge's lode, we are driving east on its course, and find it to be in an improving state; it is about eighteen inches wide, yielding rich lead ore, mixed in jack, soft spar, mundic, &c. (kindly level.) At this level, going east also of engine-shaft, Anthoney's lode is two feet wide, from six to eight inches of which is a very rich leader of lead ore. We have driven through several fathoms lately of valuable tribute ground, and it affords me much pleasure in saying, that the appearance altogether in this part of our new workings, never looked so encouraging as it has been latterly—and more particularly at the present time, and from all that has been opened on the lodes at the present depth, we have a great hope that our next or twenty-five fathom level will prove to us that we have a good mine. Our tributers are working diligently, and their prospects such as will pay their wages at their respective tributes.

Richard Rowe.

ENGLISH MINING COMPANY.

March 19.—The forty fathom level, west of Burton's shaft, contains a lode eighteen inches wide, of spar, mundic, and ore, producing of the latter two tons per fathom. The lode at the thirty fathom level, west of this shaft, is two feet wide, but on the whole poor, though more promising than formerly. The winze sinking at the bottom of this level is passing through a lode twelve inches in width, which would have been much larger but for the cross-course; the quantity of ore now breaking is from one and a half to two tons per fathom. East of Campbell's, at the thirty fathom level, the lode, though softer, is still poor, and hope that this, and the thirty west of Burton's, will be holed this month. The lode in the twenty fathom level, east of Campbell's, is from three to four feet big, of spar, capel, mundic, and spots of ore; poor, but we doubt not will shortly improve, from indications in the bottom of the end, and the pitch working immediately under, having greatly improved within the last few days. West of Burton's, at the same level, not so promising, but anticipate an improvement ere long, as a pitch, about ten fathoms a-head of the end, has greatly improved within the last ten days, and every effort will be made to effect a communication at this level as soon as possible, as the effectual working of the mine depends on it. The thirty fathom level east, on Calloway's lode, is completed to the engine-shaft cross-cut; west, the same lode is promising, but not rich. Calloway's lode east, at this level, being poor, we have removed the men to sink a winze at the bottom of the twenty fathom level, east of Campbell's, where the lode is productive. During the last ten days a considerable improvement has taken place in some of the tributers' ore ground, especially in the pitches working by M. Jacka, at the twenty west, and John Treloar, at the same level, east of Campbell's; Thomas Nance, at the back of the twenty, and Thomas Courtice, at the bottom of the ten, west of Burton's; this latter was refused by the old, and taken by a new party of tributers at last setting. In Treloar's pitch a loose branch of grey and yellow ore has been discovered, which, if it so now remains to the end of the month, and the air be good enough for the men to work regularly, will give them at the least 50*l.* per man. The tribute of 8*s.* was declared by the captains' very low, and the men complained at the setting. The men at Bourdillion's, Wheal Prudence, having completed the casing of the shaft, are now cutting it down to the forty-two fathom level—the ground favourable. The men hitherto employed driving the cross-cut at the forty-two are now occupied in cutting a plat at the twenty eight fathom level, in Bourdillion's engine-shaft, preparatory to driving on the course of the new lode. At the fourteen fathom level the lode having split, has become poor. The lode at the sixty-two fathom level is changed for the better, it being full four and a half feet wide, and productive of three tons of ore per fathom. At the fifty-two its size is also considerable, and yields two tons of ore per fathom. At the sixty-two cross-cut the ground is appearing more favourable; this, however, is of little use, as it is nearly completed to the required point. The tributers are as usual.

H. Humphrey.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Rio de Janeiro, Jan. 22.—Gold produce from the 19th to the 29th of Dec., eight days (two holidays)—stamps, 17 lbs. 8 oz. 9 dwts. 17 grs—25 lbs. 5 oz. 7 dwts.—Total, from the 1st of July to the 29th of December, 467 lbs. 9 oz. 7 dwts. 18 grs.

ALTEN COPPER MINING ASSOCIATION.

[*Extract of a Letter from Alten, of the 28th January, 1839.*]

The new lode intersected in driving the deep adit level from Ward's is of considerable capacity. In the western level driven from it it is five feet broad, containing good dredgy ore, and well paying its way; the eastern level is not so good. It may be looked upon as a promising discovery, for should it improve in productiveness the reserves will be more extensive than in any of our other mines, the levels being eighty fathoms from the surface. The stopes at work continue productive; the lode has been sunk on for about thirty fathoms; there is from 1400 to 1500 fathoms of lode in sight, of about two tons of ore per fathom.

The Old Mine.—The reserves have not materially decreased, as ground has been again opened; from 2500 to 3000 fathoms are calcu'ated to remain in reserve, which will be taken away at a less cost.

Woodfall's Lode.—The reserves have decidedly increased, and the ground has improved considerably; 1500 fathoms of the lode are estimated to have been laid open—about 2 tons of 8 per cent. ore per fathom, and although the extraction has increased the opening of ground is proceeding at a more rapid pace.

Mitchell's Mine.—It is difficult to estimate the reserves, as the ground is very changeable. An extensive piece of ground has been opened on the surface, with rich backs of ore; a sample, of thirty-five tons by assay made 17¼ per cent.—is on board the *Euphemia*; the depth will be ascertained by the thirteen fathom level now driving.

Nelico's Lode.—There are considerable reserves, many hundred fathoms, but so changeable, rich and poor, that no estimate can be made. The shaft is sunk thirty fathoms below the surface, and has materially improved; the other reserves in the mine may be estimated 200 fathoms, of two and a half to three tons per fathom, of 8 per cent.

Raipas Lode.—The position of this mine, notwithstanding the change in the foot stope, is infinitely better now than last year, when we had no reserves but what we could see. The shaft is now sunk below the adit level, with an east and west level diverging below the foot stope; the latter is for eight fathoms through, fine rich ore, and the size of the lode is not yet ascertained, as it extends all over the level, and from present appearances we may expect to find it not inferior to the brilliant foot stope; and although we cannot make any very correct calculation, we may safely say we could scarcely take away the ore discovered in three years' to come. There are now at the mine from 200 to 300 tons of ore for the smelting-house, and 60 tons of prills, for the first vessel.

Smelting-house.—The smelting continues—twenty-eight tons of black copper and thirty tons of regulus have been made.

MINAS GERAES MINING COMPANY.

Morro das Almas, Jan. 3.—The low produce of the month is principally attributed to the insufficient force to supply our stamps, and in some measure to the considerably lower standard of the ore extracted during the month; almost two-thirds of the ore stamped was raised from the branch at the landing level, and as it offered more facility for a speedy supply by a small force than from the main bed, but should the ore from this place not soon make a material improvement I shall remove the men stationed here to the bottom stopes. Having finished the third winze, at the latter end of the month, we have recommenced stoping to the southward of the sump, where the bed is wide and favourable looking. The new sinking lift is finished, and will be placed in the course of next week, when sinking will be resumed. The new amalgamator is in full operation, and appears to answer well. We had some trouble in adjusting its movements on account of the amalgamation not having been performed well on the sand, which was for some days for some days exposed to the influence of the atmosphere.

Produce for the month of December, 7 lbs. 1 oz. 4 dwts. 12 grs.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Jan. 3.—There has been a good proportion of Bahu stone supplied to the stamps of late, but it appears the poor stone of the Quebra Panella stills keeps down the produce, though of this stone we have thrown much aside. Forty-eight heads have been at work, but I think it will turn out at the end of the month that the full usual quantity of stone will have been supplied by the mines—say 1500 tons. The stamps are doing very good duty, apparently more than usual. The Gamba ore of late has not been so good as it was a week or two back, it will not average more than 4 oits. per ton. The part of the lode whence the ore is now being obtained is upwards of eight feet big, and looks well.

	Oit.	gr.
Produce.—Gold extracted to date	4908	24
Stamps' sand on hand (Gamba included)	1350	0
Strakes and trough, *idem*	540	0
	6798	24

From which, deducting 1500 oits. for arrears of November, remains 5298 oits. 24 grs. for December, which is 1094 oits. better than last month's produce: this is a decided improvement, though smaller than could be wished. The Christmas holidays have much interfered with our supply of ores, as we have only stamped 1314¼ tons; had it not been for this interruption 1500 tons would have been stamped, and the produce little short of 6000 oits. The most important work at present now pushing is the Bahu sump work for the underlie, until this is completed we shall not be able to take up any more stopes in the Bahu mine. The Gamba also becomes of more importance than ever; there are now laid open about twenty fathoms of this lode, which will be stoped as soon as certain arrangements of machinery will allow it.

CANDONGA MINING COMPANY.

Candonga, Dec. 13.—On the 6th inst. you were assured that the ground towards the bottoms continues hard, with a strong lode. The former part of this sentence would not augur anything very promising, but the strong lode is ever to be regarded as something to cling to. A white spurry branch has made its appearance in the end, perfectly unlike either country or lode, being quartz, varying in thickness from six to three inches—hailed as something favourable, since it might at least give us the chance of a hulk, though not to be calculated on as of lasting help; and since we know that when these extraordinary formations make their appearance, a change of some sort must occur, to cut through which was anxiously watched, and yesterday about two o'clock I was much gratified to see Capt. Rushurow, who brought with him a specimen showing gold abundantly, fancy only to be sure, but I could produce a stone which has been in possession of the association, of which you have a specimen. Our prospects are, therefore, most immensely improved.

A. F. GOODRIDGE, M.D.

Dec. 22.—Mina Mestre Shaft.—In driving the level towards the bottoms the ground continues hard, with quartz crossing the branches. We have cut through three of these quartz branches, each of which has changed the appearance of the lode; under the first we found gold in almost a blue jacelinga stone; under the second in a grey stone, and we find it now in a brown sandy stone—three similar to which have been met with, but samples produced from them are poor, still it is encouraging to have found gold; the last sample from the brown stone is the most promising, independently of its showing the greatest quantity of ore.

The Footway Winze and the Rise have given us some trouble, on account of which the communication has not been effected.

In Ore-shaft and Deep Adit Level the ground is of the same nature as stated in my last report.

J. DARLEY.

Dec. 23.—The report under date of yesterday seems to be a shade better than many submitted to you of late. In my last I expressed a hope that the present post would contain more gratifying intelligence; there has been no disappointment, although the information I now submit does not reach the point I had anticipated—a manifest change has taken place, any alteration could not have depressed us more. We are now rising in expectation, and I hear on all sides that we shall again "cut her rich." The quartz branches are favourable signs, the harbingers of a productive lode. We shall make little progress during the ensuing week, the Christmas holidays putting a stop to our advancement; however, by the first post of the coming year something may be anticipated to raise us from our present low position to the level we formerly occupied. I cannot promise, and am averse to holding out unfounded expectations, which will be apparent by the caution shown always in my letters, rather than that of enthusiasm. We expected to have holed the footway winze, but it has not been done.

A. F. GOODRIDGE, M.D.

	Lbs.	oz.	dwt.	gr.
Total, up to November 30	39	6	14	3
Ditto ditto to December 1st	1	1	5	22
	40	8	0	1

BRAZILIAN COMPANY.

Cata Branca, Dec. 24.—The weather has, I am glad to say, once again cleared up, but we do not derive all the advantage therefrom that might be expected, in consequence of the native workmen having absented themselves, according to custom, at this season of the year. It will afford you pleasure to know that the shallow level was holed to No. 6 stak last week, as I think it will also, to see the amount of gold return for the past week, decidedly the best ever sent from Cata Branca, all things considered.

Jan. 4.—You will be disappointed to learn that the new engine (west side) is not yet at work, which I led you to expect it would be at this time. On Christmas eve the wheel of the old stamps, and which I some time ago told you was in a bad state, fell into the pit, making necessary the application of as many carpenters as possible, to get it into order again, which will account for the delay. I am sorry to say, on examination it was found impossible to do more than make it strong enough to work the amalgamating barrels, which is all it is now doing, thereby depriving us of eight powerful heads. It is not my intention to decide the question of preparing another wheel in the same place, or elsewhere, until the deep level is holed, and the ground west from No. 8 sink proved. Both these important matters will be decided in about six weeks or two months; in the meanwhile, if we do head the stamps, the new engine will soon bring up leeway, and if does not, for my own part I will not complain while the lode continues as it is, for better never came out of the mine.

The gold on hand, 102 lbs. 11 oz. 10 dwts. 17 grs., will be sent off on Monday, the 7th inst.—[Arrived at Falmouth per *Seagull* packet].

Gold return from 15th to 28th Dec., 29 lbs. 3 oz. 8 dwts. 3 grs.

The following letter relates to Conceiçao:—

Cata Branca, Dec. 24.—In my last of the 9th inst.,* I informed you that I only waited the cutting the line by the cross-cut from the old air-shaft, to decide upon future operations. I have now to acquaint you that Captain Scott, under date the 16th inst., reports this having been accomplished, and that he was then driving both east and west upon it, but that, up to that time, it had proved miserably poor, 51 cwt., after washing, having only yielded 1½ grain of gold. Such being the case, I have, after well weighing our position, deemed it decidedly most for the company's interest that no time should be lost in commencing a deep level, which the mining officers all feel certain will enable a satisfactory examination of the fundoens to be made. I have, therefore, addressed Mr. Paula Santos, desiring him to communicate with the proprietors upon the point, and to inform them that though they refused to depart from the original price (but which I maintain they ought to do), I would, provided a further extension of time for trial of three years was granted, proceed, but that this period would alone induce me to commence the heavy works requisite. Senr. Santos informing me, in reply, that I might depend on the proprietors acceding to my demand, but that until after the Christmas holidays no legal document could be passed, I immediately directed Captain Scott to proceed, and I shall send forward as many of the Conceiçao miners and artificers from this as may be necessary. I expect to be able to go to Conceiçao next week, from whence I will write you more fully.

Jan. 9.—I have sent to Conceiçao the miners and artificers necessary to carry into effect the line of proceeding which, in my last, I informed you had been decided on. The subject has been uppermost in my thoughts, and, I confess, after giving it the very best consideration, I have no doubt of the result proving all we could wish. I have to add, that I hold the consent of the proprietors for a further extension of three years time of trial.

W. COTESWORTH.

* Not yet received.

NATIONAL BRAZILIAN MINING ASSOCIATION.

Extracts from the Mining Captain's Reports from Cocaes to the 8th of January, 1839, inclusive.

The stuff from the stopes, at the seventeen fathom level north, has been passed through the stamps, and we are most happy to say that it has answered our anticipations. The stuff is such, that a pile of it indiscriminately broken from any part of the stopes, will produce nine ounces of gold per day; this, we hope, will be found pleasing and satisfactory. The samples and other indications from the stopes at the ten fathom level are extremely favourable, and promise to give us handsome returns below the ten fathom level, at which place we are now about to commence stoping, and shall continue down as far as the water will permit us, but the samples and other indications at the Railroad level stopes were not quite so flattering. The side stopes, at the ten fathom level, made mention of in our last, will be carried on at the same time that we are excavating below. We had first intended to finish all the ground above previous, but we find it necessary to commence stoping downwards also, to have an ample supply of stuff for the stamps. Our water now underground is an insignificant stream compared to what it was in the years of 1836 and 1837.

Produce of gold in sixteen working days—28 marks 5 oz. 6 oits. 50 grs.; sand extracted and reserved for reduction calculated at as much more.

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

BRITISH AND FOREIGN PATENT INVENTION COMPANY.

This company has been formed with a view to take advantage of the scope for the profitable investment of capital, which has been afforded by the amendments recently introduced into the law of patents. We learn from the prospectus, that the object of the company is to establish meritorious inventions. Every invention submitted to it will be closely investigated under the strictest pledge of secrecy, while the means of investigation adopted cannot fail to afford an ample assurance to those investing their capital as shareholders and to the public that the inventions selected will prove both useful and profitable.

It further appears, that the company has already commenced business, the proposed capital being 100,000*l.*, divided into 5000 shares of 20*l.* each.

ASSAM COMPANY.

The sensation produced by the late importation of "Assam Tea," must be well known, while it must be evident, that the successful cultivation of this plant within the British territory, holds out a new and inviting field for private enterprise. From the prospectus before us, it appears that a company has been formed to prosecute this object, and that it has been resolved that the present committee be empowered to treat with the Supreme Government in India for the East India Company's establishments and plantations in Assam, and that all such measures as they may adopt will be communicated to a general meeting of shareholders, at as early a period as the same can be done, with a due regard to the interests and objects of the undertaking. The main objects of the company are the cultivation and manufacture of tea in Assam, and the importation of it into Great Britain.

The proposed capital of the company is to be 500,000*l.*, divided into 10,000 50*l.* shares.

LONDON AND WESTMINSTER MUTUAL LIFE ASSURANCE SOCIETY.

This society is formed for assurance on lives and survivorships, for granting annuities, loans, endowments to children, and for the purchase of reversionary and other interests. The advantages held out by the society are stated in its prospectus as follows:—The principle upon which it is founded, viz., mutual assurance, draws a distinct and broad line between it and all proprietary companies. This society not only embodies all the new features of modern proprietary companies, but also preserves the characteristics of mutual assurance societies, the success of which indisputably proves the excellence of their principle.

The capital stock at first contemplated is 500,000*l.*, in 20,000 shares of 25*l.* each, bearing interest at 5 per cent. per annum.

GALVASTON PLANTERS' ASSOCIATION.

Capital 200,000*l.*, in shares of 10*l.* each. Deposit 1*s.*

The objects of this company are to improve the growth and cultivation of cotton wool, on lands beyond the reach of the present American monopoly, and so save the immense cost of manual labour in clearing and purifying the wool from all husk and seed, by the application of newly-invented machinery.

THE VIRGINIA SILK AND SUGAR COMPANY.

(*Incorporated by Act of General Assembly of Virginia*).

Capital $100,000, or 20,000*l.* sterling, in 4000 shares of $25 each, or 5*l.* ster.

DUBLIN AND LONDON STOUT COMPANY.

(*To be incorporated by Royal Letters Patent*).

Capital 30,000*l.*, in 3000 shares of 10*l.* each. Deposit 1*l.*

This company is formed with the view of supplying the United Kingdom, the East and West Indies, and the British colonies, with the above commodity; the vast consumption and increasing requisition of which opens to the company a certain trade, of which (as stated in the prospectus) they have already availed themselves to a considerable extent.

ORIGINAL CORRESPONDENCE.

BLAST FURNACES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having observed in your *Mining Journal* a letter from "Mr. Wood," of Abersychan, and also one from "A. B.," on what is thought to be a new construction of the iron furnace, allow me to inform them through the medium of your paper, that about the year 1810 I constructed one at the Park iron works, near Sheffield, of the exact size and shape mentioned by Mr. Wood, which has been at work from that time to the present by the side of a furnace of less dimensions, blown from the same engine, and using the same kind of materials; during which time it has been found not to work so well as its neighbour, and is about to be reduced in size in consequence. With respect to the particular cylindrical section, I have since the year 1810 adopted it in five different furnaces.

I am, Sir, yours respectfully,

Haryland Hall, near Rotherham, March 12. H. HARTOP.

SWISS ASPHALTE COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Being anxious to afford the holders of shares in the Swiss Asphalte Company every information that I can, individually, respecting that concern, I beg to inform you that I have inserted in *The Times*, of 21st inst., an invitation to the shareholders to meet me at the George and Vulture, St. Michael's-alley, Cornhill, on Wednesday, the 27th inst., at one o'clock precisely, in order to lend them my assistance in speedily winding up that concern; and I will then repeat the offer which I have made to several shareholders, willingly to contribute my quota, along with the other directors, in order to pay off the remaining shares at par—an intention from which no consideration will make me shrink. Craving an early insertion of this letter in your paper,

I remain, Sir, yours respectfully,

37, Fenchurch-street, March 19. P. ANICHINI.

RAILWAY INTELLIGENCE.

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 14th inst., to the 20th inst., was 20,266, producing (including creek and footpath), 699*l.* 12*s.* 7*d.*

The 1st of May next promises to be a grand day for the railways. Extension of the lines of some will take place, such as the Southampton, Great Western, &c.; and several will then be opened for the first time to the public. Among these are the Midland Counties, the Manchester and Leeds, and the Croydon Railways.

LANCASTER AND PRESTON RAILWAY.—The operations on this line are in very active progress. We are glad to learn, that, so far as the works have proceeded, the engineering arrangements have been conducted under the most favourable circumstances, and that no impediment or obstruction has been encountered.—*Preston Chronicle.*

IRISH RAILWAYS.—A petition to the House of Commons is now laying for signature at the commercial news rooms, praying them not to sanction the partial and unjust proposition of the government in granting two-and-a-half millions for railroads in the south, to the exclusion of the west and centre of Ireland.—*Tuam Herald.*

BREAKING IN OF THE VIADUCT-BRIDGE OF THE GREAT WESTERN RAILWAY, AND LOSS OF LIFE.—Considerable alarm prevailed on the morning of Monday, about nine o'clock, on the line of the Great Western Railway, to the passengers who were coming to town in the train drawn by the Vulcan engine. On the arrival of the train at the viaduct-bridge which passes over the high road at Hanwell, they were thrown into the utmost consternation by hearing a report resembling that of heavy cannon, which was supposed to be occasioned by the bridge over which they were in the act of crossing having given way. On making an examination, it was found this supposition was in a great measure correct, as one of its principal supporters, consisting of an iron beam of great dimensions, extending from one pillar of the bridge to the other, had snapped in half, carrying with it in its descent a vast quantity of the material of which the bridge was composed, leaving an open space under a portion of the line. On the next train coming up great delay was occasioned, in consequence of the apprehension that if it passed over the rails would give way, but from the care of the engineers and others, such a result did not take place. Immediate steps were taken to repair the damage, and several of the workmen were employed to shore it up; whilst so engaged, a massive piece of timber fell from the upper part of the bridge upon one of them, and almost immediately killed him, leaving a widow and three children totally unprovided for. Another of the workmen had his toes crushed in a shocking manner, and was conveyed to the hospital.—*Times.*

BRISTOL AND EXETER RAILWAY.—At the half-yearly meeting of this company, held on the 5th inst., at Bristol, and noticed in our last, we were gratified at the report which the directors were enabled to present of the satisfactory manner in which the works on this line are progressing; we confess a survey of this part of the country in our frequent visits had not led us to expect that the traffic would have been sufficiently great to afford a remunerating profit to the shareholders, but against this is to be placed the diminished cost of construction, which we understand to be considerably below the rate of other lines of similar extent. Our attention was, however, principally arrested by a proposition on the part of the board of directors, to form a packet station on some part of the Bristol Channel, in connection with this railway; and believing this to present one of the best points for steam communication with America, we think the importance of this proposition can scarcely be overrated. In a matter from which such immense advantages may, and must accrue, it is of the first consequence that the spot chosen for the intended harbour should be so selected as to embrace all the natural advantages tending to increase its security and convenience, and to diminish the cost of construction, in an undertaking which, even in its first essay, must be of great magnitude, and may hereafter acquire still greater importance. The two stations at present spoken of are Uphill and Burnham; the former seems at present most likely to be chosen, but as an injudicious selection in this respect must prove utterly ruinous to the undertaking, we trust that the deliberation and care which the directors have hitherto evinced will be especially marked here. We are led to these remarks by a knowledge of the verygreat difficulties which the station of Uphill presents—such, indeed, that at less than half flood it is impossible for vessels even of a small burthen to enter or leave the harbour. If the Burnham station is, as we believe, in other respects eligible, the two Trinity lighthouses erected there would render the approach to the harbour so secure as to prove a decided advantage over any other part of that coast. We do most emphatically warn the shareholders to watch well over their interests in a point upon which the success or failure of the whole undertaking is based. We are glad to perceive that this part of our country, which presents so rich and extended a field for commercial enterprise, is at length receiving some portion of the attention it merits, and which may (if continued and well-directed, must) be attended with the most brilliant results. We shall revisit this part of the Bristol Channel in a few days, and may take that opportunity of surveying both the proposed stations, when we shall again recur to the subject.

MORECAMBE BAY RAILWAY.—No one is so foolish as to suppose that the capital required for so immense an undertaking as the Furness, Morecambe Bay, and West Cumberland Railway, can be raised in this district. It is the enterprising monied men of the country who must be convinced of the feasibility of the project, and so induced to co-operate in the good work, to whom we look with confident expectations for such aid as will enable the directors to complete what is truly a national concern. And we rejoice to know that the capitalists of the kingdom are becoming acquainted with the easy practicability and vast advantages of this proposed railway, and that it daily grows stronger and stronger in their good opinion. As a proof of this we now publish the sums voted by several railway companies towards the expenses of the survey which has just been completed. The directors of those companies in the south are persons of great experience and foresight, and when we find such men giving money for the promotion of any scheme, we may rely upon it that they have well considered the subject, and that to their minds the undertaking presents such features as to satisfy them that in case of its being carried into effect, it will prove nationally beneficial, and peculiarly advantageous to those who may embark their capital in it. But now for the sums given by the different railway directors towards the survey; these are—London and Birmingham, 200*l.*; Grand Junction, 200*l.*; Liverpool and Manchester, 50*l.*; North Union, 50*l.*; Maryport and Carlisle, 50*l.*—total, 550*l.*—*Whitehaven Herald.*

NEW RAILWAY CARRIAGE.—The other day we inspected a new railway carriage, of what is usually called the third class, having neither roof nor enclosed sides, which is destined for the Manchester and Leeds Railway. It is seventeen feet ten and one-third inches in length, and seven feet eleven and a-half inches in width. The form of the carriage is not so square as those hitherto used, but more nearly resembling the form of a long boat, with the stem and stern cut off and made square. A bench seat extends the whole length of the carriage on each side, and down the middle is another broad bench twenty-seven and a-half inches in width, divided in the middle by an open rail or back of wood, rising to a height of fourteen inches from the seat, so as to form two benches, on which the passengers sit back to back. Allowing fourteen inches to each passenger, the carriage would seat about sixty persons. Ascent is had by two broad iron foot-plates, at each corner of the carriage, so that there are four doors, affording ready ingress and egress. An iron rail extends along the sides of the carriage, so as to prevent anything from falling over. The exterior of the carriage is painted an olive green, and is formed into pannels. The whole has a neat appearance, and is capable of accommodating a greater number of passengers than any carriage we have seen, of equal dimensions.

LONDON AND BRIGHTON RAILWAY.—Great exertions have been making lately in order to the completion of about three and a-half miles of road on the Shoreham branch of this line, which it was intended should have been opened yesterday by some of the directors of the company. The heavy rains which fell towards the close of last week, however, partially retarded the progress of the works, and the opening was in consequence postponed till this morning (Tuesday) at ten o'clock, at which hour preparations will be completed for traversing the line to the extent above named. The contractors will then re-commence active operations at the Hove cutting. The tunnel there will, we understand, be completed in the early part of July.—*Brighton paper.*

YORK AND NORTH MIDLAND RAILWAY.—Of all the public undertakings that have ever been entered into in bridge-building, road-making, tunnelling, or railways, nothing can possibly exceed the promising and happy results that have attended the extraordinarily successful progress of this great national work. Of the directors we may safely say, their determined and steady perseverance through every difficulty has been irresistible; and the accuracy of their calculations upon the completion of the several contracts, proves them to have been not only most ably engineered, but to have possessed great discernment and judgment in having so uniformly and unanimously adopted the measures, which have now brought this spirited enterprise, almost to within a few weeks of the commencement of its working and profitable operations. In less than three months the line will be opened, to a junction at Milford, with the Leeds and Selby Railway,—with which a communication with the coal pits will be immediately formed, and a reduction in the price of that article, of such as we may then be able to get, of at least one-half of their present price, will instantly take place—a benefit to the city of incalculable value, and to the poor a sourse of comfort, next to food and clothing, essential to life and health. That the public may not be apprehensive of disappointment, it seems only necessary to notice, that the first six miles of the line, as far as Appleton, is nearly completed; and that the last six, to Milford from Ulleskelf, is quite so!! The only part that remains to do, is a portion of the contract No. 3 at Bolton Percy; but from the great exertions that are making, no doubt is entertained but that it will be finished by the time proposed. Two powerful engines of very superior workmanship, by Stephenson, of Newcastle, and several beautiful railway train carriages, have arrived at the station, where the works are proceeding with a rapidity, and upon a scale of magnificence, that attracts the highest curiosity, and astonishes every person who may be drawn to the place. In a few weeks we hope to have the gratification of communicating with certainty the exact date of the opening of the grand procession.—*York Chronicle.*

RAILWAY AND STAGE-COACH TRAVELLING.—Considerable interest has been excited by the appearance of a document just published by order of the House of Commons, being a return of the mileage and composition duties on railways and stage carriages respectively, in the years ended the 5th of January, 1837, 1838, and 1839. It appears from this parliamentary paper that 4,800,000 less persons travelled by stage coaches in 1838 than in 1836; and 14,400,000 more persons by railway in the same periods.—*Whitehaven Herald.*

DISTURBANCE ON THE NORTH MIDLAND RAILWAY.—On Wednesday week, at one o'clock, when notice was given for the workmen to descend the various shafts at the tunnel, at Chevet, near Wakefield, for the purpose of commencing their usual operations, part of them refused to comply, and immediately armed themselves with weapons of various sorts, consisting of pick shafts, hedge stakes, &c., in order to intimidate those of their fellows who were desirous of continuing their work. After succeeding in stopping the men connected with the tunnel, they immediately proceeded to the excavations with the intention of effecting a similar stoppage, but the workmen, among whom they came, much to their credit, refused to comply with their request. Being thus disappointed, they quietly dispersed without using any violence. The police stationed at Darfield and Houghton were immediately sent for, and were on the spot early on the following morning, where Mr. Shaw, the contractor, met the men to ascertain the cause of this disturbance, but no satisfactory excuse was given. Mr. Shaw consequently paid off the whole body; but most of the men, however, returned to their work on Friday, and everything appears to be now going on peaceably.

SHEFFIELD AND MANCHESTER RAILWAY.—On Tuesday week, a sheriff's jury was impannelled at Manchester, to assess compensation for property required by this company. The first case was as to a considerable tract of land, extending about two miles in length, the property of G. C. Legh, Esq., comprising between ten and eleven acres. The land was estimated for the claimant at sums varying from 9000*l.* to 19,000*l.*; and on the part of the company it was valued from 2000*l.* to 2400*l.* The jury awarded 2905*l.* The company is stated to have offered 3300*l.* for the property, which Mr. Legh refused—The jury were afterwards called to inquire into the value of about 7000 square yards of land in Openshaw, held on lease by Mr. J. Brooks. The witnesses for the claimant estimated the the value of the land at sums varying from 1300*l.* to 1820*l.* The company had offered 300*l.*, and the jury awarded 449*l.* 18s. 4d.

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.—A meeting of the merchants, manufacturers, and other inhabitants of Stockport, was held in that borough on Monday, for the purpose of taking into consideration the propriety of petitioning Parliament in favour of the Manchester and Birmingham Extension Railway Bill. Ralph Pendlebury, Esq., mayor, was called to the chair. The meeting was addressed by Messrs. Oxon, James Bradshaw, Vaughan, P. E. Marsland, Alderman Baker, Jonathan Robinson, Alderman Boothroyd, Henry Coppock (town clerk), Mr. Rostron, and Mr. Clay, by whom resolutions were moved and seconded, and unanimously adopted by the meeting, their substance being embodied in a petition, also unanimously adopted by the meeting. A meeting for the same purpose was also held at Congleton on Monday last.—*Midland Counties Herald.*

MANCHESTER AND BIRMINGHAM RAILWAY.—Five inquiries were held at the York Hotel, Manchester, on Wednesday and Thursday last, to assess the value of certain lands and buildings, &c., required by the company for their line, near its terminus in that town. The first case was that of Mr. William Hayley, for land and cottage houses thereon, near Union-street, Ardwick. The value of the property was estimated for the claimant at sums varying from 3970*l.* to 4316*l.* The company had offered 3100*l.*, and the jury awarded 3202*l.* 10s. The next case was that of Mr. J. Greenhalgh, who claimed for land at Ardwick, for which the company offered 1300*l.* The compensation was estimated for the claimant at 2865*l.*, the jury awarded 1217*l.* In the two next cases verdicts were taken by consent. The last claim was that of Mr. William Deakin, for a number of houses, the value of which was estimated for the claimant at from 4468*l.* to 4791*l.* The company had offered 3000*l.*, and the jury awarded 3839*l.* 10s.

RAILWAY TRAVELLING.—During the heavy falls of snow last week, when all the coaches were several hours behind the time, the trains on the Stockton and Darlington Railway arrived at the different stations several minutes before their time.—*Sunderland Herald.*

BRITISH ASSOCIATION.—The period for holding the ensuing meeting, which was left for the decision of the council, has now been fixed. The first meeting of the general committee will be held at Birmingham, on Saturday, August 25th; and the various sections for scientific business will meet on the 27th, and through the week. The local council and committees are already busily engaged in making the preliminary arrangements.

IRON HOUSES.—The efficiency of iron to the application of steam-vessels has been so successfully introduced, that we notice an elegant plan of a sea-coast cottage of that description hung up in the Tontine coffee-room, which seems so admirably adapted that we have no doubt they will soon be in very general use. The plan referred to seems to have six rooms, kitchen and laundry, and other conveniences, for the small sum of 250*l.*, or if a double house of fourteen rooms, 500*l.* This is not half the price of a common house with similar accommodation, and can be ready to possess in two months. The iron trade of this neighbourhood should each set down one by way of introducing them.—*Glasgow Chronicle.*

METEOROLOGICAL JOURNAL, 1839.

March	Thermometer	Barometer	March	Thermometer	Barometer
Thursd. 14	from 37 to 51	29,95 to 29,87	Monday 18	.... 38 .. 52	29,78 .. 29,80
Friday.. 15	.... 44 .. 52	29,79 .. 29,30	Tuesday 19	.... 24 .. 48	29,33 .. Stat.
Saturd. 16	.... 41 .. 49	29,25 .. 29,29	Wednes. 20	.... 33 .. 50	29,94 .. 29,56
Sunday 17	.... 33 .. 47	29,46 .. 29,63			

Prevailing wind, S.W. Except the mornings of the 16th and 19th cloudy, with frequent showers of rain. The heavy fall of rain on the 14th and morning of the 15th caused the waters to be much out.

Rain fallen 1 inch and ,1 of an inch.

Edmonton. CHARLES HENRY ADAMS.

PURCHASES OF COPPER ORES AT REDRUTH,

MARCH 14.

Purchasers.	Mines.	Tons.	Total.	Price. £ s. d.	Amount. £ s. d.	Total amount. £ s. d.
MINES ROYAL Co.	Wheal Friendship	29½		7 16 6	180 3 10	
—	Marazion Mines..	43		8 3 6	351 10 6	
—	....	22		9 13 6	212 17 0	
—	Relistian	6		11 15 6	70 13 0	
—	Wheal Julia	52		8 1 6	419 18 0	
—	....	36		5 2 6	184 10 0	
—	Providence Mines	73		6 9 6	472 13 6	
—	....	62	317½	7 8 6	460 7 0	2357 12 10
2. VIVIAN & SONS.	Carnbrea	32½		2 7 0	128 7 6	
—	....	93		5 16 0	539 8 0	
—	....	90		6 8 0	576 0 0	
—	....	82		6 0 6	494 1 0	
—	....	77		6 15 6	521 13 6	
—	....	62		6 13 0	412 6 0	
—	....	34		4 12 0	156 8 0	
—	....	13		17 16 6	231 14 6	
—	Wheal Friendship	23½		7 16 6	185 3 10	
—	....	26		1 17 0	44 16 0	
—	....	49		4 5 6	209 9 6	
—	....	67		5 0 6	336 13 6	
—	....	40		4 5 6	171 0 0	
—	Marazion	44½		5 10 6	245 17 3	
—	....	35		5 6 6	192 17 0	
—	Relistian	84		5 18 6	497 14 0	
—	Levant	16½		10 6 6	170 7 3	
—	Skiney Cove	15	929	4 7 0	65 5 0	5174 1 10
3. FREEMAN and Co.	Carnbrea	28		14 8 6	394 13 0	
—	Marazion	53		6 5 0	331 5 0	
—	Relistian	52		7 17 6	409 10 0	
—	Fowey Consols	81		5 11 0	449 11 0	
—	....	80		6 8 0	512 0 0	
—	Wheal Busy	67		4 16 6	323 5 6	
—	Trevaskus	37		7 6 6	271 0 6	
—	Wheal Providence	54		4 16 0	259 4 0	
—	....	29	479	15 9 6	448 15 6	3369 16 6
4. GRENFELL & Co.	Tresavean	91		7 8 0	673 8 0	
—	....	44		4 4 0	184 16 0	
—	....	79		8 15 0	704 7 0	
—	....	63		4 1 6	294 14 6	
—	Relistian	6		11 16 6	70 13 0	
—	Wheal Buller	31		6 6 0	195 6 0	
—	Levant	78		15 5 6	1191 9 0	
—	....	16½		10 6 6	170 7 3	
—	....	29	486½	18 7 0	513 16 0	3069 11 9
5. SIMS, WILLYAMS, NEVILL, and Co.	Relistian	77		4 5 6	321 9 6	
—	Wheal Buller	74		4 12 0	340 8 0	
—	....	54		4 14 6	255 3 0	
—	Wheal Julia	57		3 13 6	209 9 6	
—	Wheal Busy	45		3 7 6	151 17 6	
—	Wheal Speed	51		4 7 0	221 17 0	
—	Trevorrian	10	360	3 15 6	37 15 0	1857 19 4
6. WILLIAMS, FOSTER & Co.	Carnbrea	32½		3 7 0	120 7 6	
—	....	36		8 12 6	309 15 0	
—	....	56		5 0 0	280 0 0	
—	Wheal Friendship	111		4 11 0	505 1 0	
—	....	49		4 5 6	209 0 6	
—	Marazion	44½		5 10 6	245 17 3	
—	....	57		7 19 6	454 11 6	
—	....	42		9 0 0	378 0 0	
—	Tresavean	44		4 4 0	184 16 0	
—	Relistian	52		7 17 6	409 10 0	
—	Wheal Buller	75		4 19 0	371 5 0	
—	Fowey Consols	86		5 6 6	457 19 0	
—	Levant	16½		10 6 6	170 7 3	
—	Wheal Speed	57		8 12 0	490 4 0	
—	Trevaskus	61	801½	6 14 0	408 14 0	5268 17 0
7. VIGURS and Co.	Carnbrea	26		14 0 6	364 13 0	
—	Wheal Friendship	107		5 0 6	537 13 6	
—	....	29½		7 16 6	189 3 10	
—	Wheal Buller	29		4 17 0	135 16 0	
—	Levant	16½	261½	10 6 6	170 7 3	1599 15 7
			3635			£23,061 6 6

PURCHASES OF BLACK TIN AT REDRUTH.

Sampled March 15, and sold at Andrew's Hotel, Redruth, on the 19th.

Mines.	Tons.	Total.	Price. £ s. d.	Each parcel. £ s. d.	Total Amount. £ s. d.	Purchasers.
Charlestown U. M.	5¾		50 17 6	292 10 7		Trethellan.
....	11¾		50 10 0	590 15 0		Treloweth.
....	4½		43 17 6	197 8 9		—
....	1¼		28 15 0	35 18 9		Bissow Bridge.
....	2½	25¼	18 0 0	45 0 0		—
Wheal Kitty	15		48 5 0	723 15 0	1151 18 1	Treloweth.
....	6¼		42 7 6	264 16 10		Trethellan.
....	1		41 5 0	41 5 0		Trelissick.
....	¾	23	45 0 0	33 15 0		Chyandour.
Wheal Budnick	10		53 15 0	537 10 0	1083 11 10	Trereife.
....	11		50 12 6	556 17 6		Trethellan.
....	1	22	41 5 0	41 5 0		Trelissick.
Tincroft	13		46 7 6	602 17 6	1135 12 6	Chyandour.
....	4		41 15 0	167 0 0		Trethellan.
....	1	18	37 0 0	37 0 0		Treloweth.
St. Enedor Consols	10		48 12 6	486 5 0	806 17 6	Trereife.
....	4½	14½	44 2 6	200 11 10		Treloweth.
Rock Mines	..	13	54 15 0	....	636 16 10	
Polgooth	10½		49 2 6	515 16 3	711 15 0	Chyandour.
....	1½	12	45 2 6	67 13 9		Trereife.
						Treloweth.
Poldice	7		45 7 6	317 12 6	583 10 6	
....	1½		29 15 0	44 12 6		Trethellan
....	1		42 7 6	42 7 6		Chyandour.
....	¾	10¼	33 15 0	25 6 3		Treloweth.
						Trethellan.
Carnon	6		51 0 0	306 0 0	429 18 9	Treloweth.
....	3		53 2 6	159 7 6		—
....	½		49 5 0	24 12 6		—
....	½	10	31 10 0	15 15 0		—
Wheal Grey	..	9	48 5 0	....	575 15 0	
Bissow Bridge	7½		49 5 0	357 1 3	380 0 0	Chyandour.
....	¾	8	36 17 6	27 13 1		Trereife.
						Treloweth.
Larkholes	4½		48 7 6	217 13 9	384 14 4	—
....	½	5	19 10 0	9 15 0		Chyandour.
Rosewall Hill	..	5	56 5 0	....	227 8 9	
Teague's Tin	..	4¼	46 5 0	....	281 5 0	Trelissick.
Godolphin	..	3	46 0 0	....	196 11 3	Treloweth.
St. Blazey Consols	..	1¼	45 7 6	....	138 0 0	Chyandour.
Wheal Tory	..	1¼	45 0 0	....	68 1 3	Treloweth.
					60 1 3	Chyandour.
		184½			£6921 12 4	

PURCHASES OF BLACK TIN AT TRELOWETH,

MARCH 12.

Purchasers.	Mines.	Tons.	Total.	Price. £ s. d.	Each Parcel. £ s. d.	Total Amount. £ s. d.
I. L. C. DAUBUZ and Co.	Charlestown U. M.	13¼		49 17 6	639 15 8	
—	....	7¼		43 0 0	311 15 0	
—	....	1½		22 0 0	33 0 0	
—	Wheal Reeth	6	28¼	49 10 0	297 0 0	
2. P. GRENFELL & SONS	Boscaswell	2½		47 10 0	118 5 0	1337 10 8
	Carzise Consols	2	4½	48 2 6	96 5 0	
3. BATTEN and SON.	Great Work	23		56 10 0	1276 10 6	202 6 0
—	....	1		54 2 6	54 2 6	
—	Wheal Mary	5¾		47 10 0	273 2 6	
—	Wheal Olds	11	40¾	57 5 0	629 15 0	
4. BOLITHOS, CARNE, CORNISH, and Co.	St. Ives Consols	19¾		46 12 6	920 17 0	2233 10 0
—	....	8		45 12 6	365 0 0	
—	Charlestown U. M.	9½		36 12 6	442 19 4	
—	Wheal Mary	17¾		47 10 0	843 2 6	
—	Carzise	8		50 2 6	401 0 0	
—	Boscean	8		58 0 0	464 0 0	
—	Morvah & Zennor	5	75¼	54 7 6	271 17 6	
5. WILLIAMS and Co.	St. Ives Consols	13¼		46 12 6	617 15 6	3708 16 4
—	Charlestown U. M.	1½		22 0 0	33 0 0	
—	Boscaswell	21		53 7 6	1124 5 0	
—	Wheal Reeth	1½		45 17 6	67 8 3	
—	Marazion Mines	7	45¼	48 7 6	338 12 6	
Bissow Bridge.	Morvah & Zennor.	..	2¼	47 7 6	....	2220 19 0
						106 11 10
			196¼			9810 8 1

SALE OF COPPER ORES AT TRURO.

Sampled March 6, and Sold at Pearce's Hotel, Truro, March 21.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
Tresavean	125 ..	7 5 0	P. Grenfells.	Hallenbea.	78 ..	5 8 0	Vivians.
ditto	108 ..	4 16 6	Vivians.	ditto	65 ..	5 12 6	—
ditto	99 ..	5 9 6	P. Grenfells.	ditto	51 ..	6 1 6	—
ditto	98 ..	4 1 0	Vivians.	ditto	47 ..	6 1 0	Williams.
ditto	97 ..	9 1 0	P. Grenfells.	ditto	43 ..	3 2 6	Vivians.
ditto	96 ..	6 10 6	—	ditto	42 ..	5 1 6	—
ditto	91 ..	4 2 0	Nevill & Co.	ditto	35 ..	4 9 0	Williams.
ditto	90 ..	5 12 0	P. Grenfells.	Cook's Kit.	71 ..	5 9 0	Freemans.
ditto	86 ..	5 17 6	—	ditto	64 ..	3 7 0	Vivians.
ditto	81 ..	3 16 0	—	ditto	61 ..	2 19 0	Williams.
ditto	71 ..	6 5 6	—	ditto	57 ..	4 4 6	—
ditto	70 ..	5 7 6	—	ditto	55 ..	2 15 6	Vivians.
ditto	40 ..	4 14 0	—	ditto	47 ..	3 15 6	P. Grenfells.
Consols	112 ..	6 5 0	—	Unity W.	113 ..	5 9 6	Mines Royal
ditto	89 ..	4 7 6	Williams.	ditto	97 ..	5 15 6	P. Grenfells.
ditto	87 ..	10 15 6	—	ditto	91 ..	5 4 6	—
ditto	82 ..	3 18 6	—	Fowey C.	97 ..	5 17 6	Freemans.
ditto	80 ..	9 1 6	—	ditto	96 ..	6 6 6	Vivians.
ditto	79 ..	3 6 6	—	ditto	90 ..	6 6 6	Freemans.
ditto	75 ..	7 5 6	—	Godolphin	62 ..	9 7 6	Mines Royal
ditto	66 ..	6 7 6	—	ditto	56 ..	8 14 6	—
Wh. Jewel	102 ..	4 14 0	Nevill & Co.	ditto	47 ..	5 7 6	—
ditto	99 ..	4 14 0	—	ditto	26 ..	14 3 6	Freemans.
ditto	78 ..	4 0 6	—	Carharrack	60 ..	4 11 6	Nevill & Co.
ditto	72 ..	5 9 0	—	ditto	40 ..	7 11 6	—
ditto	66 ..	9 5 6	Vigurs & Co.	W. Maiden	24 ..	4 10 6	Mines Royal
ditto	64 ..	6 0 6	—	ditto	16 ..	1 3 9	Williams.
ditto	60 ..	6 17 6	—	Poldice	67 ..	7 16 6	Mines Royal
ditto	27 ..	5 5 6	Williams.	ditto	50 ..	5 14 6	P. Grenfells.
Hallenbea.	87 ..	5 6 6	Vivians.	S. Caradon	68 ..	6 12 6	Williams.

TOTAL PRODUCE.

Mines	Tons	Amount £ s. d.	Mines	Tons	Amount £ s. d.
Tresavean	1158	£5436 17 0	Fowey Consols	279	£1787 9 6
Consolidated	[illegible]	3915 19 6	Godolphin	191	1507 14 6
Wheal Jewel	[illegible]	3997 9 0	Carharrack / Wh. Maiden	149	564 11 6
Hallenbeagle	[illegible]	2935 12 6	Poldice	117	673 14 6
Cook's Kitchen	353	1271 15 6	South Caradon	68	450 10 6
Wh. Unity Wood	300	1640 17 0			

Average standard, 119*l.* 0s.—Average produce, 7¼.—Average price, 5*l.* 12s. 6d.—Quantity of ore, 4187.—Quantity of fine copper, 317 tons 2 cwt.—Amount of money, 24,014*l.* 17s. 0d.—Average standard of last sale, 116*l.* 1s. 0d.—Produce, 6¾.

Copper ore for sale on Thursday next, at Pearce's Hotel, Truro. Mines and Parcels.—Consols Mines, 1326; Great St. George, 446; Wheal Ellen, 279; Fowey Consols, 341; Wheal Perran, 169; Levant, 182; Wheal Prudence, 122; Wheal Trevarno, 108; Wheal Leisure, 66; Wheal Tehidy, 40; South Polgooth, 25; Great Wheal Prosper, 17.—Total, 3276.

Copper ore for sale on Thursday week, April 4, at Sarpell's, Pool. Mines and Parcels.—East W. Crofty and Longclose, 77; United Hills, 314; Fowey Consols, 290; Dolcoath, 267; Wheal Lydia and South Towan, 204; East Pool, 130; Stray Park, 166; South Wheal Basset, 149; Tincroft, 127; Dolcoath (at Portreath), 6.—Total, 2400.

SALE OF COPPER ORES AT SWANSEA.

Copper Ores for sale on 27th March.—Cobre 771—Chili 151—Ballymurtagh 605—Knockmahon 510—Cuba 210—Crown 267—Grenahans 186—Tigroney 42—Valparaiso 34—Connorree 56—Lackamore 41—Lismorris 41—Chili 56—Dolgelly 24.—Total, 3660 twenty-one cwts.

FROM THE LONDON GAZETTE,

Tuesday, March 19.

BANKRUPTCY ENLARGED.

Thomas William Hawkins, West Smithfield, innkeeper, from March 22 to April 16.

BANKRUPTCIES ANNULLED.

John Daynes, Norwich, manufacturer.
William Horrabin Morgan, Runcorn, Cheshire, druggist.
Samuel Noble, Crown-wharf, Woolwich, builder.

BANKRUPTCY SUPERSEDED.

David Fairhead, Witham, Essex, baker.

BANKRUPTS.

J. Winter, Fountain-court, Cheapside, glove manufacturer. [Close, Furnival's Inn.
A. Pink, Somerset-place, Little Chelsea, brewer. [Hart, Lincoln's Inn-fields.
T. Brown, Cheltenham, grocer. [Burr, Lombard-street.
E. Brown, Bryanston-street, Marylebone, coal merchant. [Smith, Chancery-lane.
R. Gibson, Liverpool, cart-owner. [Adlington, Gregory, and Co., Bedford row.
E. and J. Kirkby and J. and W. K. Gregory, Sheffield, silver-platers. [Hodgson, Devonshire-square, Bishopsgate-street.
H. F. Palmer, Cambridge, brewer. [Hall, Brunswick-row, Queen-square.
J. L. Spencer, Ulverston, Lancashire, cabinet maker. [Armstrong, Staple Inn.
W. Cogan, Plymouth, builder. [Blake and Lewis, Essex-street, Strand.
S. Leon, Manchester, furrier. [Adlington, Gregory, and Co., Bedford-row.
J. Warburton, Liverpool, and Leamington, Warwickshire, linendraper. [Abbott and Arney, Charlotte-street, Bedford-square.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before April 9.

H. Pettifer, Little Pulteney-street, Soho, cheesemonger.—J. Garner, Dunchurch, Warwickshire, innkeeper.—T. Green, Abchurch-lane, bill-broker.—W. and W. H. Longstaff, Bury-street, St. James's, tailors.

Friday, March 22.

INSOLVENTS.

March 14.—Thomas Bell, Liverpool, iron-founder.
John Alexander Lee, Liverpool, iron-founder.
20.—Thomas Fulcher, Fareham, draper.
22.—William Bookless, Liverpool, iron-founder.

BANKRUPTS.

S. Rothwell, Cross-lane, Tower-street, printer. [Harman, Bennett-st., Blackfriars.
J. Martin, Tunbridge wells, builder. [Rolfe and Co., Warwick court, Gray's-inn.
F. Blake, Ealing, grocer. [Sheffield and Sons, Great Prescott st., Goodman's-fields.
T. Moss, Kirton-in-Lindsey, Lincolnshire, draper. [Rogerson, Norfolk-st., Strand.
W. Forth and W. Jepson, Manchester, cotton-spinners. [Bower & Co., Chancery-la.
W. Fisher, Lincoln, wharfinger. [Wing and Twining, Gray's-inn square.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before April 12.

T. Beeston, Billericay, Essex, carpenter.—W. Liddiard, Golden-lane, carpenter.—J. J. Brimmer, Greek-street, Soho, printer.—E. Fleming, Soley-place, Pentonville, lodging-house-keeper.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market:—Adair's 20—Carr's Hartley 21 6—Holywell Main 22—Pontop Windsor 21 6—South Pontop 21—Townley 20—Wylam 22—W. E. Bell and Brown 21 6—Clarke and Co. 19 6—Heaton 21—Hebburn 20 3—Killingworth 20 6—Newmarch 21 3—Walker 21—Braddyll's Hetton 24 3—Haswell 24 3—Hetton 24 9—Lambton 24 9—Pemberton 20—Stewart's 25—Whitwell 22 3—Hartlepool 25—Adelaide 23—Eastington Tees 22—Brown's Deanery 20 6—Cragwood 21—Gordon 21—Seaward Hetton 19 9—Tennant 24—Victoria Tees 21—West Hetton 21—Ffaukins 19 6—Ilderley 22.—Ships arrived, 81.

WEDNESDAY.

Adair's 19 6—Tanfield Moor 24 3—Wylam 22 3—Wall's End Grace 20—Heaton 21 6—Hilda 20 6—Hebburn 19 6—Killingworth 20—Riddell's 21—Braddyll's Hetton 24—Haswell 20 9—Hetton 22 9—Lambton 24—Stewart's 24 6—Whitwell 21 6—Hartlepool 24 3—Adelaide 22 9—Barrington Tees 21—Brown's Deanery 20—Cragwood 20 9—Seymour Tees 21 3—Tanfield 19—Tees 23 3—West Tees and West Auckland 19 6—Blyth 17 9—Brampton 16 9—Netherton Main 20—Eglin 21 3.—Ships arrived, 62.

FRIDAY.

Adair's 19 3—Carr's Hartley 21 6—Leaze's Main 16—West Tanfield 19—Wylam 22 3—Gosforth 21 6—Hebburn 20—Killingworth 20 6—Riddell's 21—Braddyll's Hetton 23 6—Haswell 23 6—Hetton 23 9—Lambton 23 9—Russell's Hetton 22 9—Stewart's 24—Whitwell 21 6—Hartlepool 24—Bitson's Bellerknowle 18 6—Barrington Tees 20—Brown's Deanery 19 9—Cragwood 20—Tees 23 9—Victoria Tees 21—West Hetton 22 6—West Tees and West Auckland 19—Brampton 16 6.—Ships arrived, 18.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	....	....	....	....	....	....
3 per Cent. Red. Anns.	....	....	....	93¼	....	....
3 per Cent. Consols	93½	93¼ 3	93 2⅞	92⅞ ¾	92⅞ 3	92⅞ ⅞
3½ per Cent. Anns. 1818	....	....	....	....	....	....
3 per Cent. Anns. 1726	....	....	....	....	....	....
3½ per Cent. Red. Anns.	101⅞	101⅞	101¾ ⅞	....	....	....
New 3½ per Cent. Anns.	100¾ ⅞	101 100⅞	100⅞ ¾	100⅞ ¾	100¾ ⅞	100¾ ⅞
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860	....	....	....	....	....	15⅛
Anns. for 30 Years 1859	....	....	....	....	....	....
Ditto 1860	....	14⅞	14⅞	14⅞	....	14⅞
India Stock, 10½ per Cent.	....	....	....	....	....	....
South Sea Stock, 3½ per Cent.	....	....	....	....	....	....
Ditto Old Ann. 3 per Cent.	....	....	....	....	....	....
Ditto New Ann. 3 per Cent.	....	....	....	....	....	....
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	66 64 p	65 p	65 64 p	....	66 p	62 58 p
Exchequer Bills, 2d. £1000	62	60 62	62 60	62 60 p	62 59	58 60
Ditto £500	60 61	60 62	62 60	62 60	62 59	58 60
Ditto Small	60 61	60 62	62 60	62 60	60 62	58 55
Ditto Com. 2¼	....	....	....	....	....	....
3 p. Cent. Cons. for Ac. Apr. 11	93½	92⅞ 3	93¼ 2⅞	93 2⅞	93 2⅞	92⅞ ⅞
Bank Stock for Op. Apr. 12	200¼ ½	201 200	200	200 ½	200½ 200	200¼ ½
India Stock for Ac. Apr. 11	...	255½	255½	...	254	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	Shut.			Open.		
Bank Stock	Friday,	March 1,	„	Friday, April	12, 1839.	
3 per Cent. Reduced	Friday,	„ 1,	„	Friday, „	19,	„
3¼ per Cent. Reduced	Tuesday,	„ 5,	„	Friday, „	19,	„
3½ per Cent. 1818	Wednesday,	„ 6,	„	Tuesday, „	16,	„
Long Annuities	Saturday,	„ 2,	„	Wednesday,	17,	„
Annuities for terms of years	Thursday,	„ 7,	„	Saturday, „	20,	„
Old Annuities	Monday	„ 4,	„	Friday, „	12,	„
India Stock	Tuesday,	„ 5,	„	Thursday „	11,	„

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	110 9½	....	109	....	....
Belgian, 5 per Cent.	....	101⅞	....	101⅞ ¾	102 1⅞	102¼ 2
Brazilian	79½	79½	....	79½	79½	79½ ½
Ditto, 1829	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	25½	....	....	....	....	....
Colombian, 6 per Cent.	....	....	....	....	....	....
Ditto, 1824, ditto	29½ ¼	29¼ 9	28⅞ 9	29	29½	29½
Danish, 3 per Cent.	....	76½ ¼	....	76½	76½ ½	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	16	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	23½ 4	23½	....	....	....	....
Ditto, def. do. 6. per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent. 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	16 17½	....	....	....	....	....
Portuguese, 5 per Cent.	....	....	....	....	....	73½
Ditto, New 5 per Cent.	34⅞	35⅞	34⅞	34⅞ ¼	35	34⅞ ¾
Ditto, 3 per Cent.	21⅞	21⅞ ¾	21⅞	....	21⅞	21⅞ ¾
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	111⅞	112 111⅞	111⅞	112 111⅞	111⅞ ⅞	....
Spanish, 5 per Cent. Consols	20⅞ ¾	20½ ⅞	20½ ⅞	20½ ⅞	20½	20½ ⅞
Ditto, passive	5	5	....	5	....	5
Ditto, deferred	9⅛ ⅞	9⅞ ¼	9¼	9⅞ ¼	9⅞	9⅞
Dutch, 2½ per Cent.	55½	55¼ ⅞	55⅞ ¼	55⅞	55⅞ ¼	55⅞ ⅞
Ditto, 5 per Cent.	103⅞ ¼	103⅞ ⅞	103½	103½	103½	103½
Ditto, New, 1837	....	100¾ ⅞	....	....	100¾ ⅞	101

FRENCH FUNDS.

	Paris. Mar. 9	Mar. 16	Mar. 18	Mar. 19	Mar. 20	London. Mar. 21.	Mar. 22.
5 per Cent. Ann.	....	108f. 65c.	108f. 60c.	108f. 55c.	108f. 55c.	....	....
Ex. on Lond. 1 mh.	....	25f. 10c.	25f. 15c.	25f. 10c.	25f. 10c.	....	....
ditto 3 mhs.	....	24f. 95c.	25f. 90c.	24f. 92½c.	25f. 90c.	....	....
4½ per Cent. Ann. Exchange	....	104f. 50c.	....	....	....	....	....
4 per Cent. Ann. Exchange	....	100f. 55c.	101f.	101f. 50c.	101f. 50c.	....	....
3 per cent. Exchange	....	79f. 70c.	79f. 80c.	79f. 60c.	79f. 75c.	....	....
Bank Shares	....	2630f.	2630f.	2630f.	2630f.	....	....

IRISH FUNDS,

March 21, 1839.

Bank stock	194	Royal Canal Stock				32½
Government Debentures 3½ per ct.	92¾	Patriotic Insurance	10	0	0	6½
Ditto Stock 3½ per ct.	93½	Provin. Bank of Ireland	25	0	0	
Ditto New 3½ per ct.	100	Hibernian Bank	25	0	0	25½
Ditto ditto, reduced 4 per ct.	99½	Grand Canal Stock				28½
Consols 3 per ct.	92¾	Mining Co. of Ireland	7	0	0	13½
City Debentures 4 per ct.	65½	City of Dublin Steam Co.	100	0	0	120
Exchequer Bills 2½d per diem	23	Kingstown Railway	60	0	0	33

AMERICAN FUNDS.

Redeemable	London	America	Redeemable	London	America
New York 5 1855	93½ ¼	103 5	Louisiana 5 1844, 7, 50, 2.	93½ 4	
5 1860			Missisippi .. 6 1861, 6, 71		
.. 1860	94		INCORPORATED BANKS. Per Cent.		
Pennsylva. 1839, 40, 41			United States 8 1866	34½	116
.. 1845			Louisiana State .. 10 1870		
.. 1853, 4			Bank of Louisiana 9 1870		
.. 1856		101 2	N. Orleans, Canal & B. Co.		89 92
.. 1858		101 2	City Bank		
.. 1860, 62		104 5	New York Life and Trust 5	40	
.. 1865		104 5	Tenessee Planters 9		97
Maryland 6 1870	100		Mississippi .. 10		100 5
Ohio 6 1850		105 6	Exchange at New York		108½ 9

COURSE OF EXCHANGE.

FRIDAY, March 22, 1839.

	Prices printed	Prices negotiated on 'Change			Prices Printed	Prices negotiated on 'Change	
Amsterdam	12 3½	12 2½	12 2½	Seville	36½	—	—
Ditto at Sight	12 0½	11 19	12 —	Gibraltar p. h. d.	48	—	—
Rotterdam	12 4	12 2½	— —	Leghorn	51	50½	50½
Antwerp	12 3	12 1½	12 1½	Genoa	25 75	25 60	25 65
Hamburgh Mcs. B.	13 10½	13 9½	13 1½	Milan	31	—	—
Altona	13 11	— —	— —	Venice p. 6 A. L.	47	—	—
Paris, 3 days' sight	25 25	25 15	25 20	Naples	40	40½	—
Ditto	25 60	25 45	25 50	Palermo	119 os	119½	119½
Marseilles	25 65	25 55	— —	Lisbon	53⅞	54	—
Frankfort on Main	151	150⅞	150⅞	Oporto	53⅞	54	54⅞
Petersburg p. ruble	11	11	11	Rio Janeiro	37	—	34⅞
Berlin .. cur. doll.	7 0	—	—	Bahia	37	—	—
Vienna eff. .. flo.	10 3	10 0	10 1	Buenos Ayres	—	—	—
Trieste ditto	10 4	10 1	10 2	Dublin	1½	—	—
Madrid	37	37⅞	37⅞	Cork	1½	—	—
Cadiz	37⅞	37⅞	—	Madras	—	—	—
Bilboa	36½	—	—	Calcutta	—	—	—
Barcelona	36½	—	—	New York & Philad	40½ 6	—	—

PRICES OF METALS.

	£	s.	d.		£	s.	d.
Copper, Brit.—Cake ton	94	0	0	Iron, Brit.—Pig, No. 1 ton	6	10	0
Tile do.	92	0	0	Bar ton 9 15 0 to	10	10	0
Sheets lb.	0	0	11	Do. Carg. in Wales	9	10	0
Bottoms do.	0	1	0	Bolts ton	11	0	0
Foreign—S. Am. (dy 27s. cwt.) bd. ton				Nail Rods ton	11	10	0
				Hoops ton	13	0	0
Tin, Brit.—Blocks cwt	4	10	0	Sheets, single ton	14	0	0
Bars do.	4	12	0	(Others in proportion.)			
Plates, common to best, per box { I.C. 1 12 0 to	1	16	0	Foreign— { Swedes, co. bd. ton	14	0	0
I.X. 1 19 0 ..	2	2	0	Duty 30s. per ton. for Steel, (var. mks.) ton 16 0 0 to	35	0	0
I.X.X. 2 3 0 ..	2	8	0	Russian com. ton	14	0	0
Wasters of the above 3lbs. 2s. less, all others 6s. less. (Others in proportion.)				P.S.I. ton	15		
				C.C.N.D. ton	19	0	
Foreign— duty 10s. per cwt { Banca, bd. cwt	3	16	0	Steel, Brit.—Blistered, (various qualit.) ton 25 0 0 to	45	0	0
Straits, bd. cwt	3	15	0	Shear do. do. 45 0 0 ..	84	0	0
Bars, bd. cwt	3	15	0	Cast do. do. 45 0 0 ..	84	0	0
Lead, Brit.—Pig ton	20	10	0	Foreign— Duty 20 per cent. { Swedes in kgs bd ton	19	0	0
Sheet ton	21	10	0	Do. Faggots bd. ton	19	10	0
Shot ton	23	10	0	Milan bd. ton	20	0	0
Red ton	22	0	0	Spelter, For.—Cakes (dy. 2l. p. ton.) bd. ton	21	15	0
White (dry) ton	30	0	0	English Sheets	33	0	0
Do. (gd. in oil) ton	32	0	0	Quicksilver—(dy. 1d. per lb.) bd. lb.	0	4	0
Litharge ton	20	0	0				
Foreign—Span. (dy. 40s. per ton) bd. ton	18	10	0				

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from March 23 to 29.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
Morning	7 41	9 10	10 42	— —	0 37	1 19	1 56
Afternoon	8 27	10 4	1 00	0 0	1 0	1 37	2 12

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Amount of Share	Amount paid	Highest Price	Lowest Price	Present Price
500	Anglesey	100	5	10	8	8 10
1,800	Arigna Iron & Coal Co.	50	33	..	..	—
4,000	Bissoe Bridge	5	5	½	½	½
8,000	Blaenavon	50	40	43¼	43¼	43¼
8,000	British Tin	2½	2½	½	½	½
20,000	British Iron	50	50	8½	8	8½
100	Copper Bottom	..	41	30	30	30
2,000	Cornubian Lead Co.	..	3½	2	2	2
6,000	Cornwall Great United	12	9	2	1½	1½ 2
5,000	Dartmoor Consols	5	5	3½	3	3
10,000	DurhamCountyCoalCo.	50	28	..	..	—
2,000	East Cornwall Tin, &c.	6	6	3	2½	3
2,560	East Wheal Strawberry	10	6½	1	½	¾
1,500	East Mulberry Hills	..	2½	2	2	2
4,000	English	25	12½	7	7	7
10,000	Hibernian	50	9	2½	2½	2½
1,000	Holmbush	100	4	27	26½	27
2,000	Isle of Serk (Guernsey)	..	5½	11	11	11
12,000	Kellewerris	5	2½	½	½	½
20,000	Mining Co. of Ireland	25	7	13½	13½	13½
6,000	Perran Consols	5	3½	2	2	2
3,000	Polberou Consols	10	10	2	2	2
8,000	Polbreen	5	3	3	3	3
2,000	Relistian	..	..	27½	27	27½
5,000	Redmoor Consolidated	5	4½	5	5	5
10,000	Rhymney Iron	50	40	37	37	37
8,000	St. Hilary	2½	1½	½	½	½
3,200	South Towan	10	10	6	5½	6
4,000	Tregolian	5	2½	2	2	2
6,000	Trevorgus	5	5	1	1	1
4,505	Treleigh Consols	5	4½	1½	1	1½
4,505	Tamar Consols	5	3	4	4	4
6,000	Tin Croft	10	6½	6½	6	6
194	Trevaskus	..	60	85	85	85
3,000	Trewoivas	10	8	2	2	2
4,000	United Hills	5	5	12	11½	11½
2,000	Wendron	8	8	3	3	3
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	1	1	1
3,000	Wheal Osborne	..	..	2	2	2
5,000	Wh. Harm. & Montague	10	10	8⅞	8½	8⅞
6,000	Wicklow Copper	5	5	8	8	8
3,845	West Wheal Jewel	8	6	3	2½	3
800	Wherry Mine	15	12	12	11	11
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	4	½	½	½
256	Wh. Prosper (Stithyans)	..	3½	4½	4½	4½

FOREIGN MINES.

No. of Shares.	Name of Company.	Amount of Share	Amount paid	Highest Price	Lowest Price	Present Price
4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
3,374	Do. Subscription	25	25	2½	2½	2½
2,000	Bolanos	150	150	72½	72½	72½
	Ditto Scrip	..	25	40	40	40
10,000	Brazilian Imperial	35	20	16	16	16
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	8	8	8
10,000	Conceiçao } Co.	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	5½	5½	5½
12,000	Cobre Copper Company	40	40	41	40	41
8,500	Colombian Co. regis.	55	55	3½	3½	3½
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	17	7	7	7
5,351	Mexican Company	60	56½	5	5	5
6,000	Mocambas and Cocaes	25	25	16	14½	14½
5,000	Minas Geraes	20	16	7	6	7
2,000	New Granada	10	6	15½	14½	15½
14,582	{ Real del Monte, regis.	54½	63½	10½	10½	10½
	{ Do. unregistered	54½	..	9½	9½	9½
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	4½	4½	4½
10,000	United Mexican	40	40	1½	1½	1½
	Red New Scrip	.	5	2	2	2
	Black Scrip	..	5	4	4	4
5,000	Union Gold	..	9½	..	..	—
14,000	Zacatecas Mining Co.	5	4	4	3½	4

RAILWAYS.

No. of Shares.	Name of Company.	Amount of Share	Amount paid	Highest Price	Lowest Price	Present Price
2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	60	49	49	49
9,500	Birming. & Gloucester	100	40	22	21	22
7,500	Birm. Brist. & Th. Junc.	20	18	..	..	—
660	Bolton and Leigh	100	100	61½	61½	61½
641	Ditto ½ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	20	10½	10½	10½
1,172	Cant. & Whitstable	50	50	..	..	—
350	Cheltenham	100	100	1½	1½	1½
5,000	Chester & Birkenhead	50	25	34½	34½	34½
5,000	Chester and Crewe	50	35	24½	24½	24½
3,500	Do. Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	20	½	½	½
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	39	39	39
6,000	Dublin and Drogheda	100	10	7	7	7
	Dublin and Kingstown	..	60	[illegible]	[illegible]	70
8,000	Dublin and Kilkenny	100	2½	..	..	—
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	45	39	45
3,000	Deptford Junction	20	1	1½	1½	1½ ½
60,000	Eastern Counties	25	13	9	8½	8½
5,000	Edinb. Leith & Newha.	20	7	5	5	5
18,000	Edinburgh & Glasgow	50	10	7	7	7
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	15	12	12	12
16,000	Glasg., Paisley, & Green.	25	8	7½	7½	7½
10,918	Grand Junction	100	100	207	207	207
10,918	Do. New	50	20	65½	65½	65½
10,000	Great North of England	100	30	17	17	17
25,000	Great Western	100	65	74½	72	72
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	25	15	15	15
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
6,000	Launceston & Victoria	25	2	..	..	—
2,100	Leeds and Selby	100	100	65	62	65
2,000	Leicester and Swaning.	50	50	75	75	75
3,100	Liverpool & Manchester	100	100	196	196	196
12,021	Do. ¼ Shares	25	25	49½	49½	49½
7,978	Do. ⅛ do.	50	25	77	77	77
24,000	Lond. & Blackwall	25	9	6½	6½	6½
20,000	London and Greenwich	20	20	16½	16½	16½
	Ditto New	..	20	19½	19½	19½
25,000	London and Birmingh.	100	90	164	161	162
25,000	Do. ¼ Shares	25	5	28½	27½	27½
14,000	London & Croydon Ty.	20	16½	11½	11½	11½
6,000	Do. Scrip	15	12½	11	10½	11
6,000	Do. (New Scrip)	20	4	4½	4½	4½
20,000	London & Southampton	50	36½	42½	41½	41½
16,000	London & South., New	25	20	20	20	20
36,000	Lond. & Brighton	50	17	10½	10½	10½
12,000	London Grand Junction	50	5	5	4	4
2,000	Llanelly	100	72	72½	72½	72½
14,000	Manchester and Chester	..	2½	..	..	—
13,000	Manchester and Leeds	100	50	64	76½	64
10,000	Do. (New)	50	5	12	12	12
10,000	Manchest. South Union	100	3	3	33	33
1,000	Manchester & Oldham	100	3	..	..	—
20,000	Manchester & Birming.	70	13	11	10½	10½
15,000	Do. Extension	70	7	8½	8½	8½
4,000	Maryport & Carlisle	50	27	..	..	—
10,000	Midland Counties	100	60	49½	49½	49½
3,000	Newcastle and Carlisle	100	100	92½	92½	92½
12,000	North Midland	100	65	54	53	53
12,000	Northern and Eastern	100	13	5	5	5
600	North Union	100	100	74½	74½	74½
	Do. New	..	40	64½	64½	64½
2,000	Preston and Wyre	50	28	26	26	26
2,500	Preston and Wigan	..	28	32	32	32
	St. Helen's & Runcorn	100	100	..	..	—
1,300	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	250	250	250
1,000	Do. ½ Shares	50	50	..	..	—
8,000	South Durham	50	25	½	½	½
4,000	Sheffield & Rotherham	25	25	..	..	—
28,000	South Eastern	50	12	1	1	1
	South Midland	50	1	2	1½	2
40,000	South Western (Steph.)	50	1	½	½	½
8,000	Thames Haven	50	5	4½	4½	4½
2,000	Warrington & Newton	100	100	..	..	—
1,500	Westminster & Greenw.	25	5	½	½	½
3,000	West Durham	25	4	½	½	½
6,000	York & North Midland	50	20	20	20	20

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	Name of Company.	Amount of Share	Amount paid	Highest Price	Lowest Price	Present price
10,000	Anglo Mexican Mint	10	10	10½	10½	10½
10,000	Anti Dry Rot	17½	17½	7	6½	7
10,000	Asphalte (Claridge)	20	2	3½	3½	3½
10,000	Australian Agricultur.	100	27½	45½	45½	45½
1,000	Auction Mart	50	50	..	..	—
8,600	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	6	5½	5½	5½
	British Alkali	..	25	30	30	30
6,000	Brit. Americ. Land Co.	..	33	14	14	14
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
10,000	Canada Company	100	32½	28	28	28
200,000	Canada (Upper) Bonds	.	..	91½	91½	91½
5,000	Eastern Coast of Central America (Deb.	20	14	8	8	8
75	CoventGarden Th. Rnt	500	..	..	..	—
300	Drury Lane do.	500	..	..	..	—
5,000	Droitwich Patent Salt	25	25	14½	14½	14½
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
20,000	General Steam Navig.	15	14	25	25	25
2,100	Hungerford Market	100	..	..	..	—
10,000	Irish Waste Land Co.	50	1	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	.	.	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
20,000	Mexican South Amer.	10	6	5	5	5
	New Corn Ex.	..	37½	21½	21½	21½
	New Brunswick (Land)	..	50	10	10	10
10,000	Rio Doce	25	4	2½	2½	2½
2,754	Rever. Interest Society	100	100	134	134	124
2,632	Ditto New	100	80	107½	107	107½
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	30	..	..	—
10,000	South Australian	25	12	10	10	10
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	8	8	8
10,000	Van Dieman's Land	100	17	8	8	8

CANALS.

No. of Shares.	Name of Company.	Amount of Share	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	69½	4	Oct.
720	Barnsley	160	160	276	13	Jan.
1,260	Basingstoke	100	100	5	..	—
1,005	Brecknock & Abergav.	150	150	90	5	Jan.
8,000	Birming. 1-16th Share	79⅞	79⅞	220	9½	June
4,000	Do. & Liverpool Junct.	100	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21½	..	..	—
500	Coventry	100	100	..	48	Nov.
1,500	Chesterfield	..	..	..	..	
460	Cromford	100	100	340	27	Jan.
4,546	Croydon	31½	31½	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	41½	26½	4	—
2,060½	Dudley	100	100	90	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575½	Ellesmere & Chester	133	133	81	3	Sept.
231	Erewash	100	100	775	62	Oct.
1,297	Forth and Clyde	400	400	605	28	Jan.
11,600	Grand Junction	100	100	190	10	June
2,849½	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	203	10	May
6,238	Huddersfield	57½	57½	36	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	29	1½	Sept.
11,699½	Lancaster	47½	47½	25½	1½	Mar.
2,867½	Leeds and Liverpool	100	100	740	30	Nov.
18½	Leeds & Liverpl. New	80	..	..	16	May
545	Leicester	140	140	225	13	Jan.
1,897	Leicester & Northam.	83½	83½	90	6	Dec.
350	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142½	142½	2200	162	Jan.
	Manches., Bol. & Bury	..	78	66½	..	—
2,409	Monmouthshire	100	100	202	10	Dec.
700	Montgomeryshire	100	100	99	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	560	25	Oct.
3,000	Macclesfield	100	100	51	2	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	—
1,786	Oxford	100	100	600	30	Sept.
321	Oakham	130	130	52	3½	May
2,400	Peak Forest	78	78	104	5	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	—
21,418	Regent's (or London)	33½	33½	15	12s	July
5,669	Rochdale	85	85	109	6	May
500	Shropshire	125	125	137	8	Dec.
800	Somerset Coal	150	150	151½	9½	Dec.
26,000	Do. Lock Fund Stock	12½	12½	11½	4½	Dec.
700	Stafford. & Worcester	140	140	650	40	Jan.
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	230	12	Jan.
3,647	Stratford-on-Avon	79½	79½	40	2	Aug.
200	Stroudwater	150	150	..	24	Nov.
533	Swansea	100	100	280	15	Nov.
3,762	Severn & Wye & Railw.	35	35	39	2½	Sept.
1,300	Thames & Severn blk.	100	100	27	1½	June
1,150	Do. Do. red.	100	100	—	1½	June
2,000½	Trent & Mersey ¼ sh.	50	50	585	32½	June
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19½	19½	2	..	
3,344	Do. New	..	..	..	..	
1,000	1,000½ Warwick & Bir.	100	100	28s	16	May
980	Warwick and Napton	100	100	201	15	Nov.
6,000	Worcester & Birming.	78	78	72½	4	Feb.
5,000	Wilts and Berks	67½	67½	25	1½	May
800	Wyrley and Essington	125	125	75	3	Jan.
126	Wisbeach	105	105	45	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	Name of Company.	Amount of Share	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
2,000	Albion	500	50	71½	3½	Dec.
50,000	Alliance Brit. & Forei.	100	10½	14	5	Oct.
50,000	Do. Marine	100	5	6	5	Jan.
24,000	Atlas	50	5	14½	½	July
1,200½	Birmingham Fire	250	55	167½	5	May
20,000	British Fire	250	50	40	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
3,000	Cler. Med. & Gen. Life	100	2½	4	5	Aug.
4,000	County	100	10	42	2½	Dec.
20,000	Eagle	50	5	5½	½	Oct.
200	Economic Life	1000	250	373	5	Jan.
5,000	Edinburgh Life	100	10	—	6	Jan.
2,271	European Life	20	20	22	1½	Jan.
50,000	Ditto New	20	2	1½	2s	Jan.
1,000,000	Globe ... Stock	100	100	145	7	Dec.
20,000	Guardian	100	27½	32	5	July
7,500	Hercules	..	10	6		
40,000	Hope	50	5	6	6s 6d	Sep.
2,400	Imperial Fire	500	50	137½	5½	Dec.
7,500	Imperial Life	100	10	10½	9s	July
13,458	Indemnity Marine	100	3½	29	3	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	—
2,000	Kent Fire	50	50	..	2½	Feb.
	Do. Life	..	..	75	3	—
10,000	Law Life	100	10	29	16s	April
	Liverp. Marine Assur.	..	25	..	..	—
3,000	London, Fire	25	12½	17½	½	Sep.
31,000	London, Ship	25	12½	18	½	Sep.
20,000	North British	..	10	..	..	—
31,000	National Life	100	5	10	6	July
30,000	Palladium Life	50	2	2½	5	Jan.
50,000	Protector Life	..	1	1	4	—
7,500	Provident Life	100	10	20	1	June
100,000	Rock Life	20	2	7	5s	Oct.
689,220	Royal Exchan. Stock	..	..	220	8	Dec.
250,000	Scottish Union	..	1	..	..	—
20,000	Standard of England	50	3	..	5	May
	Sun	..	..	200½	..	Dec.
4,000	Universal Life	100	5	7½	5	May
1,500	Union	..	30	102	..	—
6,000	University Life	100	5	7½	5	July
50,000	United Kingdom Life	20	2	..	4	—
20	Westminster Life	1000	1000	..	..	—
10,000	West of England	..	10	..	..	—

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	69	8	Jan.
1,500,000	Bank of Scotland	..	83½	204	..	—
20,000	Birmingham Bank	20	10	25	10	Sept
500,000	British Linen Co.	100	100	..	..	—
20,000	British North Amer.	50	25	26½	19	—
100,000	Commercial	5	5	5½	7	—
20,000	Colonial	100	25	30	..	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co	.	3	9	..	—
2,000,000	Glasgow Union	50	50	65	.	—
10,000	Gloucestershire	50	10	25	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	21	4	—
3,000	Devon & Cor. Bg. Co.	..	20	36	..	—
30,000	London & Westmins.	100	20	23½	5	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	12½	23½	6	July
60,000	Lond. Joint Stock Co.	50	10	13½	5	June
50,000	Manch. & Liver. Dis.	100	15	16½	7½	Mar.
20,000	Manchester	100	25	27	7½	Oct.
25,000	Monm. & Glamorg.	20	10	16	10	Aug.
20,000	North & South Wales	10	10	10½	6	—
5,000,000	National Scotland	..	10	13	..	—
20,000	Natl. Bank of Ireland	50	17½	17	5	—
10,000	Nat. Provincl. Engl.	100	35	38	5	Jan.
80,000	Nor. & Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	43½	8	July
4,000	Ditto New	10	10	17	8	—
2,000,000	Royal of Scotland	.	100	..	..	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	..	—
4,000,000	Western of Scotland	..	30	..	..	—
20,000	W. of Eng. & S. W. Dis	20	12½	12½	5	July
20,000	Wilts and Dorset	15	7½	7½	5	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	..	1½	Sept.
600	Bradford	25	25	..	10	—
5,000	British	40	16	20½	1½	Nov.
5,000	Do. Provincial	20	12	24½	..	—
928	Birmingham	50	50	13	5½	July.
2,400	Birm. & Staffordshire	50	50	72½	4	Sept.
600	Brentford	50	50	30	4	April
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11½	3½	—
750	Do. New	20	18	9	3½	—
2,471	Brighton, General	20	20	10½	4½	Nov.
363	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	10e	5	—
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	195	10	Sept.
1,000	Do. New	100	60	114	6	Dec.
800	Coventry	25	25	25	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	18½	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	24½	4½	April
10,000	European	20	13	..	..	Aug.
4,450	Glasgow	25	..	..	..	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	50	5	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	20	5	Aug.
2,350	Independent	30	30	48	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242½	242½	372	22	—
	Do. N. Gas and Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
9,000	Phœnix	50	39	28	3	June
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	60	4	Sept.
400	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	19	..	2½	Aug.
1,600	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	38½	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22½	1½	Jan.
750	Warrington	20	20	24	1	Oct.
12,000	Westminster Chartered	50	50	54	3	Dec.
6,000	Ditto New	50	10	10½	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth	..	..	..	..	

DOCKS.

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
600,1065	Commercial	100	100	63½	3	July
	East and West India Stock	100	100	115	..	Jan.
1,038	East Country	100	100	91	..	—
323,8,310	l.3s. 10 London .. Stk	..	..	68½	2½	Dec.
	Ditto Bonds	..	..	100	4	—
2,200	Bristol	147½	147½	80	2½	Dec.
68,324	Ditto Notes	..	..	113	5	Nov.
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,000	Grand Collier Docks	50	1	1½	..	—
1,352,752	St. Katharine .. Stock	100	100	111½	5	Jan.
500,000	Ditto Bonds	..	..	101½	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	101	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
	Southampton	50	5	2⅞	..	—

BRIDGES.

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
1,000	Hammersmith	50	50	21	1s	Jan
7,231	Southwark w. new sub.	63½	63½	2	..	—
1,700	Do. New of 7½ per cent.	50	50	14	1½	Dec.
5,848	Vauxhall	70½	70½	23	17s	Dec.
5,000	Waterloo	100	100	3½	..	—
5,000	Do. old Annuities of 8l.	60	60	24½	18s 8	Feb.
5,000	Do. new do. of 7l.	40	40	21½	16s 4	Feb.
50,000	Ditto Bonds	..	.	120	5	Feb.

WATER WORKS.

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
4,800	Birmingham	25	25	20	9s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	172	6	Jan.
4,000	Glasgow	50	50	..	..	—
5,500	Grand Junction	46½	46½	69	2½	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	45	2	Jan.
372	Liverpool Bootle	220	220	126	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	62	2½	Oct.
6,486	Manchester & Salford	100	30	55½	1½	Mar.
800	Portsea Island	50	50	..	..	—
450	Portsmouth & Farlington	50	50	21	1	—
8,000	Ramsgate	10	8	10	.	—
1,000	Vauxhall, late So. Lond.	100	100	101	4½	Oct.
6,500	West Middlesex	62½	62½	105	4½	Dec.
1,360	York Building Co. L. P.	100	100	36	1l 1s	Oct.

ROADS.

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
333	Archw. and Kent Tn.	30	30	..	1	1 & 7
300	Barking	100	100	22½	1½	1 & 7
1,000	Commercial	100	100	75	1½	1 & 7
2,000	Do. East India Dock Br.	100	100	5	3	1 & 7
492	Great Dover Str.	..	76	..	1½	1 & 7
2,393	Highgate Archway	..	30l 8	2	..	—
11,003½	New North Rd. Stock	100	100	.	.	—

LITERARY INSTITUTIONS.

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
400	Adelaide Gal. of Science	50			.	—
1,000	London, w. Bronze Tick.	75	75	19	.	—
1,500	London University	100	100	15	..	—
700	Russell	25	25	6	..	—
	King's College	100	100	20	..	—

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